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American Railroad Journal.

New York, Saturday, October 17, 1874.

Pequest and Wallkill Valley Railroad.

On Wednesday of last week the new Board of Directors of the Pequest and Wallkill Valley Railroad Company held a meeting in New York City, and organized by the election of the following of ficers: Grinnell Burt, President; Sheldon T. Seranton, Vice-President; John W. Wyckoff, Secretary and Treasurer; Homer Ramsdell, of the Erie Railroad Company, S. T. Seranton, of the Oxford Iron Company, N. J., Joshua Hunt, Superintendent of the Crain Iron Company, Pa., and J. G. Shipman, Executive Committee. It is now some three or four years since this company was organized, and we have had frequent promises of a speedy construction of the road, but circumstances have tended to prevent it. Although the present state of the money market would indicate this as an unfavorable time to commence an undertaking of this description, we understand it is the intention of the Board to push it through at as early a period as possible, and when it is taken into consideration that the price of iron, labor and other necessary expenses are now at their lowest, it will be readily seen that the road can now be constructed at a lower rate than could have been done for the past ten years, and the importance of the undertaking is so evident that we have no doubt the monied men of the country will unite in making it a success. The high character of the officers above named is a sufficient guarantee of an energetic and successful completion of the

work. Of the President, Mr. G. BURT, we need but say that he has developed a natural genius for railroad construction and management which will have a tendency to give confidence to the public mind in the successful pushing forward of the enterprise. We shall have more to say on this subject at an early day.—*Warwick Adv.*, Oct. 3.

Portland and Rochester Railroad.

The annual meeting of the stockholders of this company was held in Portland on the 7th inst. The President, John Lynch, read the directors' report for the year ending August 31, 1874. The receipts were \$158,388 76, and expenses \$111,100, 66; material on hand, \$8,331 50. The gross earnings of the road have increased \$15,817 87, and the expenses, deducting the excess of material over the amount on hand Aug. 31, 1873, \$3,104, 10, and \$899 paid on account of old claims against the road, are \$5,224 10. Number of miles run during the year, 139,799; passengers carried, 156,332; tons of freight, 66,065. Of the above number of passengers, 25,693 were carried in and out of Rochester.

The marginal way on Back Bay is completed sufficient for connection and use with the Grand Trunk. The road all along the route has been improved; ninety tons of new rails and twelve thousand two hundred oak and cedar ties have been laid.

Reference is made at length to the arrangement with the city by which the latter assumes temporarily the interest on the city loan of \$350,000, and on all bonds issued by the city to meet said interest, and to pay when due said bonds for interest, which are at six years at six per cent., coupons. This arrangement with the city relieves the company from financial embarrassments, caused by outlays in anticipation of the completion ere this of the Nashua and Rochester road, and will enable it to meet all future obligations as they mature.

The following Directors were unanimously chosen: John Lynch, H. J. Libby, J. S. Ricker, Rufus E. Wood, A. K. Shurtleff, George E. B. Jackson, G. P. Wescott and Charles McCarthy of Portland; Frederick Robie of Gorham; W. G. Ray, of New York; and E. G. Wallace of Rochester, N. H.

The agreement with the City of Portland as to

assumption of interest and requirements as to repairs of rolling stock, payment of earnings and other contingencies, was accepted. Col. F. Robie called attention to the fact that by the agreement with the city the road agrees to furnish its own equipment, which will be done by the Rolling Stock Company, composed of the directors and others. About \$31,000 had been expended by the company, and as much more is needed. The Nashua and Rochester road is almost finished, the contract requiring the connection to be made December 1.

Burlington, Cedar Rapids and Minnesota Railroad.

The earnings of this road for the year ending December 31, 1873, were \$1,180,321 10, the expenses \$622,105 77, and the net earnings \$588, 215 33. For the year 1872 the earnings were \$995,959 35, the expenses \$461,171 46, and the net earnings \$534,787 95—showing an increase in earnings of \$184,361 75, in expenses of \$160, 934 37, and in net earnings of \$23,427 38. The company operate 424 miles of road, viz: Main line, Burlington to Austin (including 32 miles, from Plymouth to Austin, leased,) 261 miles; Milwaukee division, Cedar Rapids to Postville, 106 miles; Muscatine division, Muscatine to Riverside, 32 miles; Pacific division, Vinton to Traer, 25 miles. During the year 1873, 9 miles of the Muscatine division, 5 of the Pacific division, and 52 of the Milwaukee division were completed. For the first five months of 1874 (January 1 to May 31) the earnings were \$449,072 31, against \$385,111 82 for the first five months of 1873, an increase of \$63,960 99. The earnings for the year 1874 are estimated at \$1,500,000.

Lake Shore and Tuscarawas Valley Railroad.

The earnings of this road for the year ending May 31, 1874, were: from passengers, \$71,775 98; from freight, \$249,159 72; from other sources, \$8,011 66—total, \$329,547 36. Operating expenses, \$198,126 03. Net earnings \$131,421 33. The road is about 100 miles in length, (including 8 miles of the Elyria and Black River Railroad) and extends from Black River to Urichaville, Ohio. The property is represented by capital stock and subscriptions, \$2,023,957 50; first mortgage bonds, \$2,000,000; Second Mortgage bonds,

\$696,000; and Elyria and Black River Railroad bonds, \$180,000—total, \$4,899,957 50. The floating debt amounted, at the close of the fiscal year, to \$267,891 32, besides \$25,805 interest due and unpaid on bonds. The Elyria and Black River Railroad was purchased in October, 1872, and the bonded indebtedness assumed by this company. The capital stock, amounting to \$200,000, was also to have been exchanged for the capital stock of the Lake Shore and Tuscarawas Valley Railroad company in full payment of the purchase.

Shelburne Falls and Rutland Railroad.

The Springfield (Mass.) Union says that Engineer E. C. Davis of Northampton has just completed the survey for the proposed new narrow gauge railroad from Shelburne Falls to Rutland, Vt. The route is found to be perfectly feasible, running up North river, through the middle of Coleraine, to Halifax, Vt. There, striking the east branch of the Deerfield river, it follows it up through Halifax to Wilmington, a town now 25 miles from any railroad. Thence it runs nearly due north to Rutland, a distance of 86 miles. The towns along the line raised funds sufficient to pay the expense of the preliminary survey. One of the main results to be obtained by this road will be the opening up of a large and excellent timber tract. It will also furnish a new and competing line to tide water. The carrying out of this plan will almost of necessity insure the construction of the road from Williamsburg to Shelburne Falls, which has already been chartered.

Chicago and Northwestern Railway.

The earnings of this road for the years ending May 31, 1873 and 1874, were as follows:

	1872-'3.	1873-'4.
From passengers ..	\$3,509,702 28	\$3,426,824 35
" freight	8,614,260 25	10,270,518 95
" express	237,530 75	264,583 32
" mail	205,337 31	205,568 08
" miscellaneous ..	169,776 16	123,028 63
	\$12,736,606 75	\$14,351,523 33
Expenses, viz:		
Repairs of engines...	\$680,777 64	\$685,633 42
" cars.....	920,522 70	939,164 00
" buildings..	131,408 87	129,210 58
" fences, etc.	80,897 99	63,002 32
" bridges ..	176,545 94	187,901 27
" track	1,616,968 56	2,265,418 31
" tools, etc.	148,858 19	121,804 21
Fuel used by locomotives	883,046 06	1,058,054 83
Fuel and lights used in cars and at stations.....	135,458 85	121,164 66
Oil and waste used..	114,712 32	113,999 23
Office and station furniture and exp....	68,603 59	57,398 48
Furniture & fixtures for cars.....	20,804 88	18,624 39
Foreign agents	44,721 96	44,530 80
Advertising	15,227 30	19,449 02
Stationery, etc.....	62,961 89	66,671 06
Enginemen, etc.....	627,952 54	766,781 96
Conductors, etc.....	409,730 23	470,322 57
Laborers and switchmen.....	724,469 95	767,012 38
Agents and clerks at stations.....	560,350 18	606,404 94
Superintendence	117,986 44	101,989 42
Rents	21,089 92	21,191 74
Loss and damage....	76,291 57	94,922 87
Injury to persons..	55,988 00	110,932 57
Teaming freight, etc.	9,826 59	9,370 61
Insurance	12,145 00	302 40
Miscellaneous exp....	49,821 97	92,461 99
Operating exp.....	\$7,776,168 13	\$8,883,720 03

Taxes.....	869,787 59	887,054 88
Renewals on account Chicago fire.....	32,280 99	5,074 75
Total expenses..	\$8,178,236 71	\$9,275,849 66
Net earnings.....	\$4,558,370 04	\$5,075,673 67
From which deduct—		
Interest on bonds....	\$1,869,747 36	
Interest and exchange and gold premium ..	201,939 18	
Sinking funds.....	42,120 00	
Rent of Chicago, Iowa and Nebraska R. R.	464,877 39	
Rent of Cedar Rapids and Missouri River Railroad.....	584,771 92	
Dividends in adjustment of G. & C. U. R. R. stock surrendered.....	464 84	
		3,163,920 69
Leaving a balance of.....		\$1,911,752 98
From which deduct advances made to proprietary roads for expenses, interest, etc., during the year....		556,671 63
Leaving a net profit of.....		\$1,355,081 35
Add balance of Income Account May 31, 1873.....		\$1,629,967 84
Less advances to proprietary roads to May 31, 1873.....		865,702 93
		764,264 91

Balance of Income Account, May

31, 1874.....\$2,119,346 26
Compared with the previous year, the gross earnings show an increase of \$1,614,916 58, with an increase in expenses of \$1,097,612 95, making an increase in the net earnings of \$517,303 63. There was a decrease in gross earnings of \$82,877 93 from passengers; an increase of \$1,656,258 70 from freight, and an increase of \$11,535 81 from other items. Number of passengers carried in 1873-'4, 2,823,839; do. in 1872-'3 2,479,202—increase, 344,637. Tons of freight carried in 1873-'4, 3,591,090; do. in 1872-'3, 2,958,390—increase, 632,700. Number of passengers carried one mile in 1873-'4, 109,134,533; do. in 1872-'3, 111,071,927—decrease, 1,937,394. Number of tons of freight carried one mile in 1873-'4 461,412,030; do. in 1872-'3, 366,475,480—increase, 94,936,550. Total number of passengers and tons of freight carried one mile in 1873-'4, 570,546,563; do. in 1872-'3, 477,547,407—increase, 92,999,156, or 19.47 per cent.

The earnings per passenger, in 1872-'3, averaged \$1.41 each; and in 1873-'4, \$1.21 each—being a decrease in the latter of 14.18 per cent. The earnings per ton of freight in 1872-'3, were \$2.91, and in 1873-'4 \$2.86—a decrease of 0.17 per cent. The average earnings, per passenger and per ton, were \$2.23 in 1872-'3, and \$2.14 in 1873-'4—a decrease of 0.44 per cent.

The average earnings per passenger, per mile, were 03.16 cents, and per ton of freight 02.35 cents, in 1872-'3, as against 03.14 cents, per passenger, and 02.22 cents per ton in 1873-'4—being a decrease of 00.63 per cent on passenger, and 05.53 per cent on freight earnings during the last year.

The average earnings per passenger and per ton, per mile, were 02.54 in 1872-'3, and 02.40 in 1873-'4—showing a decline of 05.51 per cent, in the latter year.

The freight movement for the year was as follows:

Increase in earnings.....	19.23 per cent
“ number of tons hauled.....	21.39 “
“ tons hauled one mile.....	25.91 “

This comparison shows that the increase of earnings was 06.68 per cent less than the increase of tons carried one mile, resulting from a decline in the average receipts per ton, per mile, of 05.53 per cent.

In the movement of passengers there was an increase of 13.90 per cent in the number of passengers carried, and a decrease of 02.36 per cent in the amount of earnings derived therefrom, as compared with the previous year, resulting from the fractional decline of 00.63 per cent in the average receipts per passenger, per mile.

The last year thus repeats the experience of former years, in showing a steady depreciation of the rates which the company receives for its services. The decrease in earnings from freight and passengers, arising from the reduction in the rates received per ton per mile, and per passenger per mile, is equal to the sum of \$621,662 55 during the last year, and this large abatement has been suffered by the company without the ability to realize a corresponding decrease in wages, or other expenses of working the road. The President, in his report, says:

At the date of the last Annual Report, on the 31st of May, 1873, there were three unfinished lines of this company's railways in progress and nearly completed, viz: the Madison Extension, between Elroy and Sparta, Wisconsin; the Northwestern Union, between Milwaukee and Fond du Lac; and the Winona and St. Peter Extension, between the western border of the state of Minnesota and the Big Sioux river, in Dakota—that being the terminus described by the acts of Congress conferring the land grant.

The Madison Extension was opened for public business on the 14th of September, the Northwestern Union on the 7th of September, and the Winona and St. Peter on the 17th of September last—a brief interval before the occurrence of the great financial panic of last year.

The number of miles now embraced in the system of railroads owned and controlled by the Chicago and Northwestern Railway Company is 1,989.88, of which the Chicago and Northwestern proper—inclusive of 85 miles of Chicago and Milwaukee road, and 356 60 miles of leased roads in Iowa, and 37.90 miles of extensions to the iron mines on the Peninsula—has 1,498.70 miles; and the Proprietary roads 491.18 miles—as follows, viz: the Iowa Midland has 68.80 miles, the Northwestern Union, 62.63 miles, the La Crosse, Trempealeau and Prescott 29 miles, and the Winona and St. Peter Railroad and Mankato Branch, 330.75 miles.

Territorially, there are in the state of Illinois 489.00 miles; in Iowa, 433.90 miles; in Wisconsin, 565.68 miles; in Michigan, 170.55 miles; in Minnesota, 292.25 miles; and in Dakota, 38.50 miles.

The miles of railroad completed and brought into operation during the year were 136.06, consisting of 34.93 miles on the Chicago and Northwestern; 38.50 on the Winona and St. Peter, and 62.63 on the Northwestern Union road.

The average length of road operated, during the entire year, was 1,952.05 miles; of which the Chicago and Northwestern operated 1,489.10, and the Proprietary roads, 462.95 miles.

The gross earnings of the combined system for the fiscal year ending on the 31st of May, 1874, were \$15,631,936 61; and the total charges for operating expenses, taxes, rent of leased roads, interest on bonds, and sinking fund account, amounted to \$14,276,855 26, leaving a combined net profit for the year of \$1,355,081 35.

To the aggregate earnings of the year there were contributed by the

Chicago and Northwestern.....	\$14,351,523 33
Iowa Midland	98,023 88
Northwestern Union	165,049 07
La Crosse, Trempealeau & Prescott.	222,520 48
Winona and St. Peter, and Mankato branch	794,820 35
	\$15,631,936 61

No dividends have been declared since June, 1873, when 3½ per cent was paid on the preferred stock. At that time it was anticipated that the outlays made by the company, for completion of the new lines then in progress, and for other works of construction, and new equipment, would be met by the sale of bonds in sufficient amount to represent the cost of these permanent improvements; but the financial troubles which began in September, and the unfriendly legislation since, in the States where our property is situated, prevented the company from realizing its expectations from the sale of bonds.

All the net earnings have been applied towards the payment of construction indebtedness, mostly incurred before the panic, and for such further expenditures as have since been found necessary to finish up and utilize the works then nearly completed.

CAPITAL STOCK.

The capital stock of the Chicago and North western Railway Company, at the close of the fiscal year, was \$36,477,173 82, viz:

Common stock	\$14,998,060 40
Preferred stock	21,481,113 42

Total.....\$36,477,173 82

being an increase of \$40 in the amount of common stock, and \$50 in the amount of preferred stock, which represents scrip issued in adjustment of dividends.

BONDS.

The following bonds have been retired and cancelled during the year, viz:

Preferred Sinking Fund Bonds, \$2,800; Green Bay Extension \$2,000; Funded Coupon, \$6,700; Galena and Chicago Union, first mortgage, \$82,000; Galena and Chicago Union, second mortgage, \$84,000; Elgin and State Line, \$1,500; Mississippi River Bridge Bonds, \$10,000; Seven per cent Equipment Bonds, \$86,000; Chicago and Milwaukee, first mortgage, \$335,000; Milwaukee and Chicago, second mortgage, \$84,500; and Milwaukee and Chicago, third mortgage, \$9,500. Total, \$704,000.

In conformity with the trust deeds which provide for consolidating the above debts, the following bonds have been issued therefor, viz:

Consolidated sinking fund, seven per cent, bonds of the Chicago and Northwestern Railway Company, maturing 1915....\$275,000
Consolidated, seven per cent, bonds of the Chicago and Milwaukee Railway Company, maturing 1898..... 498,000

Total issued.....\$773,000

The excess of bonds thus issued and sold, over the amount retired and cancelled, is \$69,000 of Chicago and Milwaukee consolidated bonds, which issue is protected by the company's deposit of \$69,000 in cash, with the trustee, to remain in his hands until a like amount of the bonds which mature in 1874 shall come in for redemption.*

The company has sold for the purpose of construction account, new equipment, and for steel rails, purchased during the last year, the amount of \$4,461,000 of its General Consolidated Gold Bonds, making a total of \$8,995,000 of the bonds of this issue outstanding on the 31st of May last.

The bonded debt of the company at the close of the fiscal year was \$29,538,500, consisting of \$14,693,500 of bonds, bearing currency interest, and \$14,845,000 of gold bonds.

The bonded debt of the proprietary roads at the

same time was \$14,625,000, consisting of \$6,750,000 of bonds, bearing interest in currency, (less \$505,000 unsold), and \$7,875,000 of gold bonds. Aggregate of bonded debt outstanding, \$43,658,500.

CONSTRUCTION AND EQUIPMENT.

The expenditures made during the year for and on account of the Chicago and North Western Railway Company and its proprietary roads, for completing the lines that were in progress, for new shops, new general offices in Chicago, extra cost of steel rails over iron, new side tracks, tracks to the iron mines, and other important improvements, and for 41 new locomotives and 183 new cars, of various kinds, amounted to the sum of \$4,935,668 81. Of this amount there was expended for account of the Chicago and North Western Railway Company on construction account \$3,191,329 36; on equipment account \$679,060 53; and for the proprietary roads \$1,065,278 92.

Among the important improvements, completed during the past year may be mentioned the general office building in Chicago, a substantial and convenient brick building, 64 by 200 feet, with three stories and basement, containing large fire proof vaults, for the protection of books, papers, and other valuable property, erected on the company's grounds, on Kinzie and Market streets, Chicago, for the accommodation of the general offices and business departments of the company.

The building was finished in season to be occupied on the 1st of last December, at a cost of \$122,172 02.

New machine and repair shops were completed at West Chicago, consisting of one shop, 120 feet wide by 550 feet long, with transfer table for repairs of locomotives and machinery.

A blacksmith shop, 80 by 400 feet.

An engine house, containing stalls for 10 locomotives, with a turn table and necessary fixtures, and with side tracks to accommodate the working of the shops.

Two water tanks, each 30 feet in diameter and 16 feet deep, to supply the stationary and locomotive boilers.

A coal shed, 24 by 160 feet, with chutes for delivering coal to the engines. An artesian well 1,800 feet deep. Also, the stone foundations for four additional buildings for car shops, each 80 by 300 feet.

The shops are of brick and stone, with iron truss roofs, and have been furnished with a new stationary engine and boiler, and much new machinery for the construction and repairs of engines and cars. Economy of operations is anticipated from this consolidation of the principal shops of the company.

At Winona, a new machine shop has been completed and put into operation, to facilitate the repairs of equipment on the Winona and St. Peter, the La Crosse, Trempealeau and Prescott, and the Madison Extension lines.

At Chicago, a viaduct has been constructed by the city, to carry Canal street over the tracks of this company and of the C. B. and Q. R. R. Co., near 16th street, and the share of expense which was required to be paid by this company amounted to \$23,370 16.

One wooden span, 200 feet long, of the bridge across the Mississippi River, at Clinton, has been replaced with a substantial iron structure, and the timber protection for the drawbridges mostly renewed.

A large number of pile bridges on the Iowa Division have been rebuilt, and many water stations and other structures repaired, and five new coal houses erected at the stations.

On the Peninsula Division, the sum of \$123,068 94 was expended in completing tracks and branches extending to the iron mines; and the sum of \$8,292 60 was expended on repairs of ore dock, at Escanaba.

On the Milwaukee Division, the work was begun of filling up and renewing the long trestle bridge

at Racine, and lands for filling, and a steam excavator have been obtained for this purpose.

An arch culvert of 24 feet span, and an embankment across the valley at Kenosha, are being put in to replace the piling and trestle work at that point.

In the general disbursements for construction, a considerable expenditure has necessarily been incurred on the new roads since their opening in September, in preparing tracks, ditches, cuts and embankments for the winter; and in providing adequate side tracks, water stations, etc., for the convenience of operating. Some further outlays of moderate amount will be required from time to time for the same general purposes.

To set at rest all questions in regard to the construction of new roads, it may be remarked that all works of this kind which were in progress at the beginning of the fiscal year were completed during the year, and no new roads are now building, nor are any contemplated.

The expenditures made for this class of construction during the year were necessary to complete the new lines and extensions which had been authorized and entered upon in former years, and upon which a large outlay had already been made.

The capital expended on the new lines has been faithfully applied to their construction under the immediate supervision of the principal officers and chief engineer of the company, and all materials have been purchased and the works prosecuted to completion without the intervention, in any manner, of "construction companies," or other intermediary instrumentalities.

REPAIRS AND RENEWALS.

In addition to the purchase of the ten thousand tons of steel rails, which were mentioned in the last Annual Report, the company ordered the further quantity of ten thousand tons during the last winter and spring, and have relaid 168 miles of the main lines with steel track during the year. Nine hundred tons were laid down on the Peninsula division, and the residue on the Chicago and Milwaukee line, on the Wisconsin division from Chicago northerly, and on the Dixon air line between Turner Junction and Fulton.

In the changes from iron to steel, the track has been mostly laid with new ties, and thoroughly ballasted, dressed up, and improved, thus increasing the ordinary cost of track repairs.

The difference between the cost of steel and iron rails has been charged to reconstruction of track in steel.

The total length of steel rail track laid down and in use, on the 31st of May last, was 206.60 miles.

For extensive improvements made to the track during the past year the large sum of \$2,265,418 31 was expended and charged to track repairs. This expenditure, which constituted about twenty-five per cent, of the entire cost of operating, and exceeded by \$648,449 75, or more than forty per cent., the same class of expenditure for the previous year, has materially improved the value of the property, and will greatly add to the comfort, security, and economy of operations in the future.

Included in this outlay for track repairs is the renewal-cost (at the price of iron rails) of 168,335 miles of new steel rails, and 2,330 miles of new iron rails, together amounting to \$1,135,994 28; also 15,901,534 tons re-rolled iron rails, equal to 168,342 miles of track, costing \$510,058 86; also 22,700 iron rails repaired and re-rolled at the Company's shops—equal to 45,208 miles, at a cost of \$24,645 62. The length of track so renewed is more than double that renewed in either the two previous years, and measures 384,255 miles, or over 25 per cent of the entire length of the Company's road. The large number of 550,587 new track, switch and bridge ties, costing 38.61 cents each, or an average cost in the track of 58.54 cents each, amounting to \$321,773 71, were used, and are equal to 196.64 miles of road laid with new ties.

The sum of \$83,295 97 was expended in raising track to grade and for ballasting, and \$26,874 92 for deepening and widening ditches.

* Bonds since redeemed and deposit taken up.

The equipment of the Chicago and Northwestern Railway on the 31st of May, 1874, consisted of 342 locomotives, and 8,106 cars, viz: 141 first class and 26 second class passenger cars, 65 baggage and express cars, 15 mail cars, 140 caboose and way cars, 4 paymasters', directors', officers', and business cars, 18 boarding cars, 4,293 box freight, 1,025 platform, 384 stock, 26 dump, 1,957 iron ore, and 11 pile driving, wrecking, etc., cars. And of the Winona and St. Peter Railroad, 27 locomotives, and 1,037 cars, as follows: 7 first class passenger, 2 baggage mail and express, 2 caboose, 893 box freight, and 133 platform cars. Total number of engines, 369; total number of cars, 9,143.

Thorough repairs have been made to the rolling stock, and its condition for effective service has been fully maintained. Eleven engines have been rebuilt and improved, and 13 more rebuilt, repaired and changed from wood to coal burners; 7 first class cars, 2 second class cars, 1 baggage car, and 68 freight cars of all sorts, were rebuilt in the shops. Other renewals and repairs of engines and cars have been made as required.

The total number of miles run by engines in 1873 '4, for passenger service was 2,119,760, freight 4,587,373, wood 102,112, gravel 354,722, switching 1,980,313—total, 9,144,280, being an increase of 1,591,194 miles, or 21 per cent over the service of the preceding year.

The quantity of fuel consumed was 95,734 cords of wood, and 223,975 tons of coal, costing \$1,156,616 53, being 11.8 per cent greater than in the preceding year, owing to the increased mileage. The cost of fuel per mile run was 11.57 cents, against 11.89 cents in the previous year. The distance run for cord of wood and ton of coal was 30.79 miles. The average cost per cord of wood was \$4.19, and per ton of coal \$3.37.

GENERAL BALANCE SHEET, May 31, 1874.

Old construction:	
Cost of property (in consolidation).....	\$39,979,262 62
New construction:	
Balance expended to	
May 31, 1873.....	\$14,832,609 35
Expended for year	
ending May 31,	
1874.....	3,191,329 36
	18,023,938 71
New equipment:	
Balance expended to	
May 31, 1873.....	\$7,274,226 63
Expended for year	
endi'g May 31, 1874	679,060 53
	7,953,287 16
Proprietary Railroads:	
Balance of advances	
for construction &	
operating.....	\$4,366,528 87
Less amount allotted	
to income account.	1,422,374 56
	2,944,154 31
General assets.....	\$451,674 78
Less balance account	
sinking funds.....	91,720 00
	359,954 78
Materials on hand.....	2,268,244 45
	\$71,528,842 08
Capital stock:	
Common stock.....	\$14,093,060 40
Preferred stock.....	21,484,113 42
	\$35,577,173 82

Funded debt (\$29,538,500) viz:

Preferred Sinking	
Fund bonds.....	\$1,242,700 00
General First Mort-	
gage bonds.....	3,588,000 00
Funded Coupon (in-	
terest) bonds.....	743,300 00
Appleton Extension	
bonds.....	147,000 00
Green Bay Extension	
bonds.....	282,000 00
Seven per cent Equip-	
ment bonds.....	15,000 00
Consolidated Sinking	
Fund bonds.....	3,380,000 00
	9,398,000 00
Madison Extension	
gold bonds.....	\$3,150,000 00
Menominee Extension	
gold bonds.....	2,700,000 00
General Consolidated	
gold bonds.....	8,995,000 00
	14,845,000 00
Galena and Chicago	
Union First Mort-	
gage bonds.....	\$1,693,000 00
Galena and Chicago	
Union Second Mort-	
gage bonds.....	854,000 00
Elgin and State Line	
bonds.....	128,000 00
Mississippi River Br.	
bonds.....	190,000 00
Beloit and Madison	
bonds.....	306,000 00
Peninsula Railroad	
bonds.....	331,000 00
Chicago and Milwan-	
kee Railroad 1st	
mort.....	54,000 00
Milwaukee and Chi-	
cago Railroad 2d	
mort.....	97,500 00
Chicago and Milwan-	
kee Railway 1st	
mort.....	1,642,000 00
	5,295,500 00
Proprietary roads:	
Northwestern Union Railway Co..	633,233 27
Unfunded debt less assets:	
Balance due leased	
roads in Iowa.....	\$195,730 60
Current bills, pay rolls	
and accounts.....	1,493,047 10
Bills payable.....	2,271,450 72
	\$3,960,228 42
Cash..	\$881,638 31
Accou'ts	1,188,961 44
	2,070,599 75
	1,889,628 67
Outstanding coupons, dividends,	
etc., including coupons due June	
1, 1874.....	709,717 00
Balance due sundry Railroad Co's,	
Amount due on purchase of Winona	
and St. Peter Railroad.....	60,000 00
Income account—balance May 31,	
1874.....	2,119,346 26
	\$71,528,842 08
President.—ALBERT KEEP.	
Vice Pres't, Sec. & Treas.—M. L. SYKES, Jr.	
Directors.—Albert Keep, John F. Tracy, Henry	
H. Porter, Wm. H. Ferry, Chicago; B. F. Allen,	
Des Moines, Iowa; Wm. L. Scott, Milton Court-	
right, Erie; A. G. Dulman, Geo. S. Scott, M. L.	
Sykes, Jr., Charles R. Marvin, Harvey Kennedy,	
A. B. Baylis, David Dows, R. P. Flower, Francis	
H. Tows, New York; J. L. Ten Have FRZO, Am-	
sterdam, Holland.	
Asst's Secretary & Treasurer.—S. O. HOWE:	
General Manager.—HENRY H. PORTER.	
Gen'l Superintendent.—MARVIN HUGHITT.	

Pennsylvania Railroad.

We gave in our last and preceding issues the Report of the Investigating Committee on the Eastern Group of Railroads and Canals controlled by this company. The following, from the same Report, refers to the Western Group of Railroads controlled by the company.

To facilitate and systematize this inquiry, we divide the railways into the Western and Eastern Groups. The Western Group, embracing the railways west of Pittsburg, we again divide into the Fort Wayne or Northern system, and the Pittsburg, Cincinnati and St. Louis or Southern system. The Eastern Group embraces the railways east of Pittsburg and Erie, and is called the Eastern or Pennsylvania system, in contra-distinction to the Western system, and for convenience we include in this system the interests held south of Baltimore and Cairo.

The early policy of your company was, and still is, to encourage the building of branches along its main line, and to make such business connections with other roads within the Commonwealth as would attract the trade of the State over your line to the city of Philadelphia. In carrying out this policy, such lines as the Western Pennsylvania, Bald Eagle Valley, Clearfield, Southern Pennsylvania, and Blair County Railways were aided, and interests taken in them to develop the local trade of your road.

It was also found to be necessary to acquire interests, first, in the Northern Central Railway, to keep the port of Baltimore open to trade and travel between that city and the West over your line; and, second, the Cumberland Valley Railroad, to turn the products of that rich valley to Philadelphia over your road, and, third, the Philadelphia and Erie Railroad. By leasing it much of the trade of the country dependent on that line is secured to the city of Philadelphia.

For some years you kept aloof from investments in Western railroads, trusting to business alliances, mutual benefits, and advantages offered to Western roads, and the absolute strength of your main line to secure a fair proportion of the Western trade and travel. True to this wise policy, no interest had been taken in the West except in the Pittsburg, Fort Wayne and Chicago Railway, which was mainly done to secure its completion to Chicago, and which being accomplished at a favorable moment of high prices for the stock, your interest in that road was sold out at a large profit.

But subsequently the Pittsburg, Fort Wayne and Chicago Railway Company considered their road long enough, as a base line, to have an independent eastern connection, and your company were forced to prepare another outlet to the west, which resulted in commencing the exceedingly expensive piece of railway from Pittsburg to Steubenville, to make a connection via the Steubenville and Newark line and the Little Miami Railroad to Cincinnati, and by other lines to St. Louis. A little later new interests, decidedly averse to yours, seemed likely to get control of the Pittsburg, Fort Wayne and Chicago line, and your Directors felt themselves obliged to acquire control of the Columbus, Chicago and Indiana Central line to Chicago after the acquisition of which by you, the stockholders of the Pittsburg, Fort Wayne and Chicago line quickly recognized their true interest in leasing their lines to your company, which was a responsible one, rather than to another of more questionable ability.

It is easy, now, to see the error of disposing of your interest in the Pittsburg, Fort Wayne and Chicago Railway, instead of taking control of it, when it could have been obtained at a less cost. This line held the strategic position. With it the Pennsylvania Railroad Company could have largely influenced and controlled the trade and travel of the country south of it, your only competitor being the Baltimore and Ohio Railroad.

Your company being so far committed in the West, it was but natural—affected as the whole country was with the fever of railroad building, and constantly provoked by the efforts of the

other trunk lines to interfere with the country which your company thought belonged to them geographically—that they should partake of the same spirit, and, with grand ideas, form a plan or policy to reach all important points in the West with their lines; and this they have done; then followed the lease of the Little Miami Railroad and its branches, the Muskingum Valley Railroad, the building of the Vandalia road to St. Louis, the Indianapolis and Vincennes road, the three grand bridges over the Ohio river at Steubenville, Cincinnati, and Louisville, the control of the Jeffersonville, Madison and Indianapolis, the Cleveland, Mount Vernon and Delaware road, and many other branches, which give your company a giant hold on the West. Commencing on Lake Erie, you reach with your lines the ports of Erie, Cleveland, Ashtabula, Toledo; and going North, the timber of Michigan; the cities of Cincinnati, Chicago, and St. Louis each with two lines; Cairo (by aid of Vincennes and Cairo Railroad); New Albany, Jeffersonville, Madison and Louisville, on the Ohio; while these lines encircle the country directly tributary to them, they also have their feelers pointing to a greater circle outside, and drawing trade and travel to the main lines.

You will agree with us that the conception was grand, attractive, and likely, in times of great speculation, to captivate the most prudent. This grand conception appealed both to sentiment and interest with most irresistible power, and it is not marvellous that every effort was made to put it into practical effect.

Having thus briefly sketched the circumstances that give rise to the policy of your company in the West, we will now consider the methods of management of your interests in the railways west of Pittsburgh.

1. WESTERN GROUP.

These roads are managed through the organization known as The Pennsylvania Company, the control of the management of which is secured by a majority of the stock being held by you, or by that company in your interest, and also by leasing from other companies lines which you control.

The Pennsylvania Company was originated and organized by your company as a medium through which to make the best working organization for the Northern Group of lines west of Pittsburgh. By centralizing the management, it was thought those roads could be more effectively managed, and their interests more readily harmonized. Whether this was the best policy we shall not now consider, for the Pennsylvania Company is so intimately connected with those lines as manager of some and lessee of others, and as owner of real estate and rolling stocks, &c., that its existence had better be continued. It would have been well if it could have been arranged for that company to have sufficient capital to manage its own finances, independently of the aid of the Pennsylvania Railroad Company.

The capital of the Pennsylvania Company is \$11,360,000, of which \$8,000,000 is held as a preferred stock by the Pennsylvania Railroad Company, in exchange for securities and leases conveyed to it by the Pennsylvania Railroad Company.

This stock is entitled to a dividend of six per cent per annum, and to a proportionate increase as profits may be divided over that rate. Its practical organization dates from April 1, 1872.

The Pennsylvania company, in 1873, purchased the property of the Union (Star) Line for \$3,000,000, payable in their own stock. In addition to the stock there is the amount of \$360,000 held by different persons.

This introduction of new stockholders suggests an important question. If the object of your company in organizing the Pennsylvania Company was simply to have a better means of managing some of your western interests, and these interests are to be managed solely or primarily in the interest of your company, is it judicious to introduce other stockholders whose interest may at times clash or interfere with yours?

It is not difficult to see that these interferences of interest may frequently occur, and so largely as to create great trouble. In fact, the Pennsylvania Company cannot be well managed for the purposes for which it was organized without ignoring the interests of its other stockholders.

Again, having other stockholders in the company affects the free working of the Pennsylvania Company. The policy of your company may change, and it may be desirable to close the Pennsylvania Company, and we therefore suggest that your Board of Directors be recommended to re-examine the subject and see if an arrangement cannot be made by which your company shall become the sole owners of the stock of the Pennsylvania Company.

FORT WAYNE OR NORTHERN SYSTEM.

The lines managed by the Pennsylvania Company are as follows:

1. The Pittsburgh, Fort Wayne and Chicago Railway, extending from Pittsburgh to Chicago..... 468.3
- And under this company, the New Castle and Beaver Valley Railroad..... 14.9
- The Lawrence Railroad..... 20.4

NOTE.—The Pittsburgh, Fort Wayne and Chicago Railway was leased by the Pennsylvania Railroad Company and the lease transferred to the Pennsylvania Company.

2. The Erie and Pittsburgh Railroad, extending from a point on New Castle and Beaver Valley Railroad to Girard, on the Lake Shore Railroad..... 84
- Branch at Erie..... 2

NOTE.—This line leased by Pennsylvania Railroad Company and transferred to Pennsylvania Company.

3. The Cleveland and Pittsburgh Railroad. This line extends from Rochester, in Pennsylvania, by way of Millville, Ohio, to Bridgeport and Cleveland, with other branches..... 202.0

NOTE.—This line leased by Pennsylvania Railroad Company and transferred to Pennsylvania Company.

4. Ashtabula, Youngstown and Pittsburgh Railroad, from Youngstown to Ashtabula..... 62.5

NOTE.—This line is worked at cost by Pennsylvania Company, but there is no responsibility or guaranty of dividend.

5. Mansfield, Coldwater and Lake Michigan Railroad is to extend from Mansfield Junction, on the Pittsburgh, Fort Wayne and Chicago Railway to Allegan, Michigan, two hundred and sixteen miles. The track is laid from Junction, seven miles west of Mansfield, to a point twenty-seven and three-quarter miles west of Tiffin..... 65.8
- Track is laid from Allegan to Grand Rapids and Indiana Railroad..... 19.7

Total track laid on Mansfield, Coldwater and Lake Michigan Railroad..... 85.5

NOTE.—This line is worked by Pennsylvania Company at cost.

6. Tiffin, Toledo and Eastern Railroad... 24
- Woodville and Toledo Railroad, leased by Tiffin, Toledo and Eastern Railroad... 18

42.0

981.6

NOTE.—Operated by Pennsylvania Company for account of Tiffin, Toledo and Eastern Railroad Company, at cost.

These roads, embracing 981.6 miles, are more properly the system of the Pennsylvania Company's lines; but with the lease of the Pittsburgh, Fort Wayne and Chicago Railway there was a conveyed a contract with the Indianapolis and St. Louis Railroad, by which the Pennsylvania Railroad Company acquired one-half interest in this line, being the northern line between those cities, and therefore the accounts of this line come into the workings of the Pennsylvania Company. The result in 1873 was a loss of \$8,078 16, being one-

half the total loss, the balance being paid by the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company.

7. The Indianapolis and St. Louis Railroad, Indianapolis to Terre Haute..... 72
- Terre Haute to St. Louis..... 189
- Branch to Alton..... 4

265

NOTE.—This interest was transferred to the Pennsylvania Company with the lease of the Pittsburgh, Fort Wayne and Chicago Railway.

8. The Pennsylvania Company leases the Jeffersonville, Madison and Indianapolis Railroad, with the guarantees of the Pennsylvania Railroad Co. This line extends from Indianapolis to Louisville. 110
- Madison to Columbus..... 45
- Columbus to Cambridge..... 65

220.0

9. The Indianapolis and Vincennes Railroad, extending between these points..... 117.0

NOTE.—Controlled by Pennsylvania Company, by majority of stock, and by paying interest on funded debt.

582.0

Making, with the northern system of..... 981.6

Miles of railway operated by the Pennsylvania Co..... 1,563.6

The amount of stock and bonds issued on these roads, and their floating and other indebtedness,* are—

Stock to amount of..... \$44,020,140 35

Bonds to amount of..... 41,005,000 00

Floating and other indebtedness... 2,572,196 22

Amounting in all to..... \$87,597,336 57

With a cost per mile of road of \$51,316 54.

We now add a table of the workings of these lines for 1873, showing the earnings, expenses, rental, profit and loss.

Summary of Results of Pennsylvania Co.'s Lines in 1873.

Roads.	Rental.	Profit.	Loss.
Pittsburgh, Ft. Wayne and Chicago Railway.....	\$2,617,177 24	\$904,855 13	.....
New Castle and Beaver Valley Railroad.....	140,485 79	62,078 94	.....
Lawrence Railroad.....	75,982 96	258 37	.....
Erie and Pittsburgh Railroad.....	380,626 00	108,772 74	.....
Mansfield, Coldwater and Lake Michigan Railroad.....	.....	2,269 83	.....
Toledo, Tiffin and Eastern Railroad, Youngstown and Ashtabula, Youngstown and Pittsburgh Railroad.....	.....	7,281 22	.....
Cleveland and Pittsburgh Railroad.....	1,226,884 47	534,078 02	.....
Jeffersonville, Madison and Indianapolis Railroad.....	532,631 70	.....	.....
Indianapolis and Vincennes Railroad.....	206,000 00	.....	.....
.....	\$6,179,478 16	\$1,604,594 05	\$236,491 51
Total track laid on Mansfield, Coldwater and Lake Michigan Railroad.....	85.5	.....	.....
NOTE.—This line is worked by Pennsylvania Company at cost.	.....	.....	.....
6. Tiffin, Toledo and Eastern Railroad... 24	.....	.....	.....
Woodville and Toledo Railroad, leased by Tiffin, Toledo and Eastern Railroad... 18	.....	.....	.....
.....	42.0	.....	.....
.....	981.6	.....	.....
NOTE.—Operated by Pennsylvania Company for account of Tiffin, Toledo and Eastern Railroad Company, at cost.	.....	.....	.....
These roads, embracing 981.6 miles, are more properly the system of the Pennsylvania Company's lines; but with the lease of the Pittsburgh, Fort Wayne and Chicago Railway there was a conveyed a contract with the Indianapolis and St. Louis Railroad, by which the Pennsylvania Railroad Company acquired one-half interest in this line, being the northern line between those cities, and therefore the accounts of this line come into the workings of the Pennsylvania Company. The result in 1873 was a loss of \$8,078 16, being one-	.....	.....	.....
Net profit on the system.....	\$1,368,102 54	.....	.....
Less one half of loss on the Indianapolis and St. Louis road.....	8,078 16	.....	.....
Amount of profit.....	\$1,360,024 38	.....	.....

* With the Cleveland, Mt. Vernon and Delaware Railroad, which has stock, \$1,562,791 92; bonds, \$2,300,000; debt, \$362,643 08; total, \$4,225,435. Length of road, 144 miles.

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Atlantic & Pacific:													
1873.....	319,648	354,941	472,838	432,217	418,546	374,769	383,965	451,528	502,087	468,671	397,485	397,729	4,948,672
1874.....	341,995	323,055	396,286	398,308	423,685	404,560	395,893	459,854	498,413				
Central Pacific:													
1867.....	38,169	51,831	60,029	81,156	95,828	121,702	174,812	181,297	200,550	212,109	128,166	75,871	1,470,653
1868.....	64,463	86,937	81,396	96,481	106,835	164,729	259,590	251,832	262,770	296,422	286,562	342,743	2,300,767
1869.....	212,604	218,982	391,308	485,048	568,270	556,080	532,657	511,854	609,788	579,642	535,360	467,659	5,670,882
1870.....	413,104	394,176	488,332	633,758	768,720	729,274	783,100	807,816	787,184	828,447	777,513	583,692	7,995,116
1871.....	536,499	485,490	614,447	720,929	892,341	795,176	869,297	1,006,373	995,922	981,006	897,234	672,358	9,467,072
1872.....	592,223	571,836	875,763	949,568	1,380,923	1,138,273	1,272,510	1,271,628	1,254,689	1,285,567	1,299,900	1,037,992	12,734,729
1873.....	852,860	694,015	939,778	1,129,469	1,373,675	1,301,202	1,214,551	1,251,622	1,392,125	1,423,875	1,296,812	1,072,750	13,938,969
1874.....	848,558	794,000	867,666	1,132,000	1,360,000	1,380,000	1,258,000	1,301,000	1,406,000				
Chicago and Alton:													
1870.....	281,109	316,037	342,897	348,039	408,686	408,659	418,709	506,681	497,519	475,608	441,197	404,264	4,849,405
1871.....	353,235	342,369	384,999	388,964	461,290	466,097	533,655	534,163	507,617	473,227	455,607	377,687	5,278,910
1872.....	371,708	332,902	373,217	379,879	409,254	419,196	488,352	559,882	497,261	540,756	431,315	352,604	5,156,326
1873.....	347,372	396,307	420,893	409,472	430,184	475,819	540,342	596,708	560,558	564,633	410,907	344,046	5,497,541
Chicago and Northwestern:													
1870.....	706,025	753,782	858,359	929,077	1,177,897	1,139,284	1,034,393	1,227,513	1,259,282	1,306,338	1,037,964	773,494	12,203,408
1871.....	655,428	602,482	774,994	787,641	1,094,101	952,899	851,846	1,099,337	1,281,574	1,047,318	1,006,235	852,422	11,008,277
1872.....	774,856	714,122	846,394	900,376	1,074,779	1,070,460	1,029,958	1,196,700	1,303,304	1,433,948	1,067,387	859,780	12,272,645
1873.....	752,468	765,249	967,258	1,034,023	1,256,072	1,309,579	1,249,445	1,316,327	1,520,638	1,516,583	1,075,908	1,052,915	13,816,465
1874.....	1,014,514	900,765	1,024,061	1,080,193	1,290,596								
Chicago, Mil. & St. Paul:													
1869.....	454,590	330,400	420,951	460,288	630,844	678,923	586,531	525,547	724,732	1,040,102	801,195	496,566	7,250,069
1870.....	396,171	382,823	377,571	443,133	730,700	755,737	636,434	661,020	808,318	908,313	791,014	529,758	7,420,421
1871.....	396,760	327,431	400,149	483,884	662,368	658,017	481,113	506,557	815,346	841,150	644,625	473,295	6,690,695
1872.....	460,986	387,565	426,223	474,188	580,432	594,769	488,348	565,729	811,961	950,445	702,838	513,787	6,957,771
1873.....	334,715	423,716	555,287	574,258	805,802	929,211	834,341	767,871	1,193,210	1,012,741	771,780	843,192	9,046,124
1874.....	654,400	657,500	576,620	742,050	964,800	886,900	749,200	704,300					
Clev., Col., Cin. & Ind.:													
1869.....	204,112	180,840	239,522	247,661	241,456	259,408	253,367	341,783	320,025	293,615	271,555	242,621	3,095,965
1870.....	203,069	226,897	244,182	246,046	260,169	274,021	249,355	319,012	317,887	339,239	319,573	284,156	3,273,819
1871.....	270,204	273,751	315,149	295,460	281,491	288,775	314,850	360,759	374,671	338,723	340,625	317,773	3,765,343
1872.....	340,791	320,022	372,974	381,113	373,619	341,104	326,268	401,252	417,328	439,581	389,830	358,743	4,462,625
1873.....	363,921	413,043	448,924	413,443	436,459	411,260	393,806	465,503	466,796	423,893	327,804	322,596	4,867,448
1874.....	363,053	276,099	318,976	342,247	306,778	330,754	327,384	403,175	369,334				
Erie:													
1871.....	1,055,469	971,193	1,201,500	1,253,955	1,443,372	1,656,415	1,720,078	1,864,554	1,794,397	1,694,651	1,483,454	1,417,211	17,398,327
1872.....	1,332,994	1,294,076	1,460,174	1,548,813	1,775,324	1,463,961	1,550,023	1,525,243	1,643,464	1,743,752	1,704,374	1,392,615	18,694,096
1873.....	1,329,505	1,329,422	1,515,382	1,541,958	1,754,821	1,717,593	1,685,384	1,774,570	1,918,247	1,882,421	1,560,023	1,625,129	19,631,781
1874.....	1,462,650	1,273,775	1,413,223	1,465,550	1,687,772	1,577,945	1,443,283						
Illinois Central:													
1868.....	587,443	536,165	444,443	518,800	572,551	626,249	549,714	794,325	889,967	931,530	685,401	681,041	7,817,629
1869.....	659,158	524,693	709,645	568,282	640,975	778,261	696,228	841,363	979,401	914,406	814,413	696,677	8,823,482
1870.....	623,383	661,789	601,326	555,087	684,539	712,647	627,216	899,052	901,235	903,225	811,708	697,751	8,678,958
1871.....	624,744	529,617	563,598	620,228	713,162	718,722	707,992	836,041	890,287	753,184	755,436	688,131	8,401,142
1872.....	637,430	531,627	575,393	559,871	648,956	659,363	609,846	783,255	744,782	881,693	696,475	698,063	8,026,754
1873.....	602,241	597,429	660,759	553,912	635,459	742,600	684,840	769,748	884,485	797,121	636,039	703,692	8,268,325
1874.....	611,491	538,668	567,554	580,921	647,892	678,728	624,191	708,808	763,106				
Kansas Pacific:													
1871.....	133,673	152,264	267,411	303,915	306,944	266,086	282,723	332,555	365,446	387,999	303,305	210,197	3,321,518
1872.....	189,606	191,738	300,783	322,875	341,843	322,559	329,838	357,302	349,468	449,418	314,513	223,240	3,693,183
1873.....	150,567	194,786	300,719	352,300	332,764	312,614	323,231	328,189	333,785	392,510	265,217	201,492	3,498,160
1874.....	170,349	178,429	245,774	292,143	316,647	316,379	293,247						
Lake Shore & Mich. South'n:													
1871.....	1,082,595	1,076,112	1,312,617	1,217,339	1,190,033	1,140,916	1,130,847	1,295,369	1,368,948	1,402,597	1,345,316	1,235,285	14,797,975
1872.....	1,339,389	1,294,710	1,498,408	1,528,250	1,479,945	1,323,476	1,225,708	1,459,360	1,635,691	1,764,788	1,558,424	1,483,480	17,591,629
1873.....	1,412,368	1,549,285	1,735,736	1,694,543	1,680,968	1,585,368	1,451,762	1,582,531	1,776,420	1,742,516	1,375,556	1,546,983	19,134,136
1874.....	1,519,249	1,305,132	1,371,545	1,593,827									
Marietta & Cincinnati:													
1871.....	130,883	126,224	140,740	118,173	119,650	115,115	118,572	137,341	166,191	175,438	172,567	160,820	1,690,714
1872.....	152,577	142,408	150,784	145,858	158,717	154,587	149,550	162,521	191,841	208,977	207,911	204,196	2,029,927
1873.....	169,843	161,132	178,009	187,439	193,148	194,787	176,205	172,498	207,529	184,191	151,793	150,301	2,126,875
1874.....	171,028	144,215	161,031										
Michigan Central:													
1870.....	337,992	329,128	384,431	412,030	406,283	363,187	326,891	378,880	467,990	511,447	453,873	387,827	4,755,958
1871.....	418,755	442,665	486,980	470,703	480,847	427,096	422,015	529,890	628,660	582,082	587,434	507,050	5,940,102
1872.....	411,113	384,058	449,453	485,550	487,282	398,300	402,084	460,101	536,603	641,807	487,603	464,163	5,608,117
1873.....	379,836	440,261	567,314	556,180	542,058	480,028	457,853	452,330	617,291	537,031	506,804	562,548	6,069,534
Mo., Kan. & Texas:													
1873.....	200,639	224,393	256,719	258,871	250,935	249,343	301,318	336,823	399,939	370,710	309,028	285,603	3,444,321
1874.....	266,333	230,371	262,801	214,011	224,589	237,425	245,595	288,999					
Ohio and Mississippi:													
1873.....	383,605	291,630	338,725	338,708	307,520	290,470	274,297	306,561	371,344	325,841	266,533	261,275	3,656,509
1874.....	265,375	239,303	297,613	299,805	269,975	294,838	282,667	324,360	364,374				
Philadelphia and Reading:													
1871.....	506,367	423,045	644,506	688,578	1,063,002	1,510,088	1,213,303	1,359,633	1,418,141	1,413,643	1,423,278	837,080	12,500,664
1872.....	657,318	645,090	823,683	1,044,251	1,116,387	1,167,008	1,071,407	1,142,241	1,190,695	1,322,847	1,127,030	891,791	12,199,748
1873.....	742,041	745,100	1,258,470	1,379,009	1,308,450	1,382,096	1,321,543	1,446,247	1,547,475	1,486,091	1,324,348		
St. Louis, I. Mt. & South'n:		</											

CITY PASSENGER RAILROAD SHARE AND BOND LIST

HORSE PASSENGER RAILROAD SHARE LIST										PASSENGER RAILROAD BONDS									
Years ending.	Length track equiv. single.	Horses and Dummies.	Cars.	COMPANIES.	Cost of Road and Equipment.	Share Capital.	Indebtedness.		Earnings.	Dividends on paid Capital.	Value of Shares.			COMPANIES.	Amount outstanding.	Rate.	Inter s.	Payable.	Market Price.
							Bonded Debt.	Floating Debt.			Gross.	Net.	Par.	Paid.	Market.				
Sept. 30, '73	9.50	114	40	Albany.....N.Y.	190,590	190,000	59,000		101,301	26,019	100	100	100	Albany:	59,000	7	J. & J.	1883	....
Sept. 30, '73	1.04	---	---	Albany st. Freight (B'ton). Mass.	48,709	75,000			7,229	894	100	100	100	Atlantic (Bklyn) Ave.:					
Oct. 31, '71	25.00	440	78	Atlantic Avenue (Bklyn)...N.Y.	725,723	880,000	456,800	32,296	266,857	42,314	100	100	100	1st Mortgage.....	115,000	7	A. & O.	1881	....
Sept. 30, '73	11.83	344	50	Avenue C (N.Y. City)...N.Y.	540,360	500,000	900,000	109,019	230,082	32,540	100	100	100	2d Mortgage.....	100,000	7	A. & O.	1884	....
Dec. 31, '73	7.5	697	94	Baltimore City (Balt.)....Md.	1,038,456	1,000,000		98,000			100	100	100	3d Mortgage.....	166,000	7	J. & J.	1885	....
Sept. 30, '73	22.01	400	50	Bleek st. & F.F. (N.Y.C.) N.Y.	1,801,673	900,000	694,000	46,850	257,704	37,697	100	100	100	Avenue C:					
Sept. 30, '73	4.03	---	---	Boston and Chelsea.....Mass.	110,000	110,000			8,900	7,789	7.7	100	100	1st Mortgage.....	900,000	7	A. & O.	1896	....
Sept. 30, '73	1.25	---	---	Boston & West Roxbury. Mass.	56,133	41,000					100	100	100	Bleeker St. & Fulton Ferry:					
Sept. 30, '73	13.88	264	50	Broadway (Brooklyn)...N.Y.	378,029	200,000	100,000	52,395	150,504	43,404	12	100	100	1st Mortgage.....	100,000	7	J. & D.	1882	....
Sept. 30, '73	24.25	1098	135	B'dway & 7th Av. (N.Y.C.) N.Y.	3,847,159	2,100,000	1,500,000	200,000	184,298	284,449	6	100	100	Broadway and 7th Avenue:					
Sept. 30, '73	7.00	---	---	Brooklyn, Bath & Coney L.N.Y.	245,045	180,000	80,000		65,606	30,566	6	100	100	1st Mortgage.....	500,000	7	J. & D.	1884	....
Sept. 30, '73	81.50	1922	401	Brooklyn City.....N.Y.	2,424,800	2,000,000	300,000	90,000	1,496,294	306,196	14	100	100	Brooklyn, Bath & Coney L.					
Sept. 30, '73	13.50	242	68	Brooklyn City & Newtown. N.Y.	513,273	300,000	400,000	32,353	197,186	66,122	100	100	100	1st Mortgage.....	80,000	7	J. & J.	1890	....
Sept. 30, '73	19.83	200	50	Brooklyn, Cross-Town...N.Y.	663,517	300,000	300,000	40,765	167,843	27,229	100	100	100	Brooklyn City:					
Sept. 30, '73	17.64	302	83	Buffalo street.....N.Y.	528,984	100,000	421,119	86,276	324,265	137,407	100	100	100	1st Mortgage.....	300,000	7	J. & J.	1883	....
Sept. 30, '73	11.13	142	26	Bushwick (Brooklyn)....N.Y.	389,971	300,000	102,000	2,628	44,408		100	100	100	Brooklyn City & Newtown:					
Sept. 30, '73	29.19	---	---	Cambridge (Boston).....Mass.	800,500	800,500	150,000		73,486	73,486	9	100	100	1st Mortgage.....	400,000	7	J. & J.	1888	....
Sept. 30, '73	1.70	22	4	Central City (Syracuse)...N.Y.	29,473	21,130	6,000		20,164	14,024	12	100	100	Brooklyn Cross-Town:					
Sept. 30, '73	24.00	960	128	Gen. P. & E.R. (N.Y.C.) N.Y.	1,948,585	1,667,700	1,200,000	8,857	909,098	342,290	16	50	46	1st Mortgage.....	300,000	7	J. & J.	1888	....
Oct. 31, '73	9.00	208	40	Citizens' (Pittsburg)....Pa.	270,671	184,000			184,298	78,365	16	50	46	Buffalo Street:					
Oct. 31, '73	7.25	350	50	Citizens' (Phila.)....Pa.	212,320	192,750		1,000	300,145	95,884	17	50	19	1st Mortgage.....	400,000	7	M. & N.	1893	....
Sept. 30, '73	20.40	240	24	Coney Island (Brooklyn) N.Y.	698,806		368,000	39,924	221,891	51,196	8	100	100	Bushwick:					
Sept. 30, '73	10.70	109	127	Dry Dock, E.B. & B. (N.Y.C.) N.Y.	2,090,847	1,200,000	1,000,000		1,275,623	640,633	8	100	100	1st Mortgage.....	102,000	7	J. & J.	1889	....
Sept. 30, '73	3.50	12	3	Dunkirk and Fredonia...N.Y.	43,609	35,100			4,111	4,111	8	25	16	Cambridge (Boston):					
Oct. 31, '73	1.62	14	4	Easton and St. Easton...Pa.	25,962	29,562			10,946	8,320	12	100	100	1st Mortgage sinking fund	150,000	6	J. & J.	1881	....
Sept. 30, '73	9.50	1002	120	Eight Avenue (N.Y. City) N.Y.	1,683,574	1,060,000	203,000	66,200	798,040	149,554	12	100	100	Central Park, N. & E. River:					
Oct. 31, '73	2.32	24	6	Erie City.....Pa.	36,997	19,807	20,000	2,341	13,287	2,164	25	16	16	1st Mortgage.....	550,000	7	F. & A.	1882	....
Oct. 31, '73	5.50	60	23	Federal St. & Pl. Val. (Phg.) Pa.	132,842	66,250	90,000		45,735	9,000	25	22	22	2d Mortgage.....	650,000	7	M. & N.	1890	....
Sept. 30, '73	2.60	18	6	Fifth Ward (Syracuse)...N.Y.	41,766	29,335	10,000	2,150	13,699	1,673	100	100	100	Coney Island & Brooklyn:					
Sept. 30, '73	10.26	491	68	42d St. & Gr'd St. F. (N.Y.C.) N.Y.	1,054,679	748,000	236,000	29,301	556,757	293,048	9	100	100	1st Mortgage.....	307,000	7	J. & J.	1887	....
Oct. 31, '73	17.04	389	56	Frankford & Southwark (Ph.) Pa.	844,171	498,200	290,500		412,325	91,138	10	50	50	D. Dock, E. Bdw. & Battery:					
Sept. 30, '73	4.00	26	6	Genesee & Water St. (Syr.) N.Y.	67,017	42,500	14,200		31,588	19,065	6	50	31	1st Mortgage.....	900,000	7	J. & D.	1885	....
Oct. 31, '73	33.75	360	64	Germantown (Phila.)....Pa.	562,270	307,545	350,000		405,614	97,884	100	100	100	Eight Avenue (N.Y.):					
Sept. 30, '73	7.75	182	37	Gr'd St. & Newtown (Bk'n) N.Y.	130,443	170,000	90,000	12,378	107,824	22,093	100	100	100	1st Mortgage.....	203,000	7	J. & J.	1890	....
Sept. 30, '73	8.00	200	40	Gr'd St. Prosp. Pk. & Flatb. N.Y.	437,011	200,000	200,000	37,028	80,086	1,016	4	50	30	Empire:					
Oct. 31, '73	7.23	200	42	Green and Coates St. (Phila.) Pa.	244,441	150,000	100,000		180,268		4	50	30	1st Mortgage.....	150,000	7	J. & J.	1890	....
Oct. 31, '73	2.12	10	4	Harrisburg City.....Pa.	60,250	41,994	12,500	1,604	7,185		25	25	25	42d St. & Gr'd St. Ferry (N.Y.):					
Sept. 30, '73	11.95	140	20	Harlem, Br. Mor. & F'dham. N.Y.	287,302	29,100	135,000		89,000	18,391	9	50	50	1st Mortgage.....	236,000	7	A. & O.	1878	....
Oct. 31, '73	11.00	378	60	Heat, Mant. & F'mount (Ph.) Pa.	338,446	299,423	100,000	27,000	292,610	71,442	9	50	50	Federal St. & Pleasant Val.:					
Sept. 30, '73	6.25	92	26	Jamaica, Woodh'n & Bklyn N.Y.	100,000	100,000			23,132	1,970	5	100	100	2d Mortgage.....	25,000	7	A. & O.	1878	....
Sept. 30, '73	3.25	33	9	Longmont and Rondout...N.Y.	83,285	75,000			24,792	5,161	10	50	50	1st Mortgage.....	50,000	7	J. & J.	1881	....
Oct. 31, '73	5.01	17	20	Lombard and South St. (Ph.) Pa.	170,402	105,000	62,500		99,104	35,905	10	50	12	Frankford and Southwark:					
Sept. 30, '73	4.04	50	12	Lowell Horse.....Mass.	81,704	80,000		3,500	34,127	2,597	100	100	100	1st Mortgage.....	155,500	7	J. & J.	1877	....
Sept. 30, '73	11.62	239	35	Lynn and Boston.....Mass.	277,581	200,500	50,000	43,697	164,270		100	100	100	2d Mortgage.....	100,000	7	M. & N.	1891	....
Sept. 30, '73	3.60	---	---	Malden and Melrose (B'tn). Mass.	60,246	165,500	75,000				100	100	100	Germantown:					
Sept. 30, '73	3.46	---	---	Malden & Charlestown (B'tn). Mass.	34,600	21,000	5,000		2,240	819	4	100	100	1st Mortgage.....	250,000	7	J. & D.	1879	....
Sept. 30, '73	5.26	65	15	Merrimack Valley.....Mass.	63,000	50,000			24,845	656	3	100	100	2d mortgage.....	100,000	7	.....	1884	....
Sept. 30, '73	46.29	1220	204	Metropolitan (Boston)....Mass.	2,371,009	1,600,000	589,390	589,390	982,854	91,633	3	100	100	Green and Coates street:					
Sept. 30, '73	10.24	285	63	Middlesex (Boston).....Mass.	679,675	400,000	184,500	153,822	223,893	26,112	16	100	100	1st Mortgage.....	100,000	7	J. & J.	1878	....
Sept. 30, '73	1.76	4	2	Mohawk and Union.....N.Y.	17,500	15,000			5,496	2,400	16	100	100	Grand St. & Newtown:					
Sept. 30, '73	4.00	---	---	New York Elevated.....N.Y.	1,500,000	754,200		91,845	64,602		100	100	100	1st Mortgage.....	90,000	7	A. & O.	1887	....
Sept. 30, '73	6.10	220	27	Ninth Avenue (N.Y. City) N.Y.	999,109	797,320	207,000	13,648	95,704	3,762	100	100	100	Grand St. P. P. & Flatbush:					
Sept. 30, '73	3.21	10	2	Northampton & Wmburg. Mass.	50,000	50,000		6,499	5,832		100	100	100	1st Mortgage.....	200,000	7	J. & J.	1891	....
Sept. 30, '73	10.88	126	30	North 2d St. & Middle Vil. N.Y.	209,765	134,500	25,000	45,457	65,641	570	100	100	100	Harlem, Br. Morris' & Fordh:					
Sept. 30, '73	2.74	7	2	North Woburn (Boston)....Mass.	35,310	20,800			1,924	1,879	100	100	100	1st Mortgage.....	135,000	7	J. & J.	1889	....
Dec. 31, '73	11.71	191	42	Orange and Newark.....N.J.	1,038,756	290,300	700,000	123,556	210,171	15,965	100	100	100	3d Mortgage.....	125,000	7	J. & D.	1880	....
Sept. 30, '73	14.40	142	37	Park Avenue (Brooklyn)...N.Y.	369,423	200,000	200,000	77,000	126,727	42,908	4	100	100	Lombard and South St. (Ph.):					
Oct. 31, '73	9.64	40	17	Peoples' street (Syracuse)...N.Y.	140,357	125,000			36,447	13,407	10	50	50	1st Mortgage.....	62,500	7	J. & J.	1883	....
Oct. 31, '73	15.00	396	75	Philadelphia City (C. & W.) Pa.	454,397	225,000	200,000	39,397	347,282	118,632	4	20	20	Lynn and Boston:					
Oct. 31, '73	6.00	60	16	Philadelphia and Darby....Pa.	257,000	200,000			5,890	5,890	10	50	25	1st Mortgage.....	50,000	6	A. & O.	1879	....
Oct. 31, '73	13.07	114	23	Philadelphia & Gray's Ferry. Pa.	299,127	200,175		6,500	124,472	38,750	10	50	29	Malden and Melrose:					
Oct. 31, '73	8.75	116	37	Phg., Allegheny & Manchester. Pa.	161,762	200,000	48,000	336	149,066	64,721	10	50	50	1st Mortgage.....	75,000	6	A. & O.	1886	....
Oct. 31, '73	6																		

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.	13,280,000	J. & J.	July '74 34	Long Island.	50	M. & S.	May '73 108	Vermont and Mass.	100	A. & O.	Oct. '74 2
Allegheny Valley.	2,266,850	J. & J.	July '73 4	Louisv., Cin. and Lex.	50	J. & J.	July '69 3	Warren (N. J.)	100	A. & D.	Dec. '73 34
Atlanta and West Point.	1,232,200	J. & J.	July '73 4	..... pref.	100	J. & J.	Jan. '74 41	Warwick Valley.	100	A. & O.	Apr. '72 34
Atlantic and Gulf.	1,369,200	J. & J.	July '73 4	Louisville & Nashville.	100	F. & A.	Feb. '74 4	West Jersey.	100	F. & A.	Feb. '74 4
..... guar.	786,476	M. & N.	Nov. '73 34	Louisv., N. Alb. & Chi.	100	J. & D.	Dec. '70 3	Winchester & Potomac.	100	J. & J.	July '74 3
Atlantic and St. Law.	39,494,900	M. & S.	Sept. '73 2	Lowell and Lawrence.	100	A. & O.	Oct. '74 3	Winchester & Strasburg.	100	J. & J.	July '74 34
..... new 1870.	1,500,000	J. & J.	July '73 4	Lykens Valley.	20	F.M.A.N.	Feb. '73 24	Worcester and Nashua.	75	J. & J.	July '74 34
Avon, Genesee & Mt. M.	194,250	A. & O.	Oct. '72 14	Macon and Western.	100	J. & J.	July '73 5				
Baltimore and Ohio.	13,161,962	M. & N.	May '74 5	Maine Central.	100	M. & N.	May '74 5				
Washington Br.	1,650,000	A. & O.	Apr. '74 5	Manchester and Law.	100	M. & N.	May '74 5				
Parkersburg Br. pref.	5,680,685	J. & J.	Oct. '74 0	Marietta & Cincinnati.	50	J. & J.	May '74 5				
Berkshire.	600,000	J. & J.	Oct. '74 0	..... 1st pref.	50	M. & S.	Sep. '66 34	Albany City.	100	—	—
Blossburg & Corning.	250,000	J. & D.	Dec. '72 24	..... 2d pref.	50	M. & S.	Sep. '66 34	Baltimore City.	100	—	—
Boston and Albany.	19,664,101	N. & N.	May '74 5	Massachusetts.	100	F. & A.	Feb. '74 3	Bleeker st. & F. Y. (N.Y.)	100	—	—
Bos., Cin. & Fitch. pref.	633,200	J. & D.	June '74 3	Memphis & Charleston.	25	J. & D.	Jan. '69 3	Boston and Chelsea.	100	A. & O.	Oct. '74 4
Agricultural Br. guar.	60,000	M. & N.	May '74 3	Michigan Central.	100	J. & J.	Jan. '73 48	Broadway (Brooklyn).	100	J. & D.	Jan. '70
Bost. Conc. & Mont. pref.	800,000	M. & N.	May '74 3	Mill Creek & Minehill.	50	J. & J.	July '74 5	Broadway & 7th Av. (N.Y.)	100	F.M.A.N.	May '74 3
Boston and Lowell.	2,852,900	J. & J.	July '74 34	Milwaukee and St. Paul.	100	J. & J.	Dec. '70 74	Brooklyn City & Newt.	100	J. & J.	July '70
Boston and Maine.	6,816,907	M. & N.	May '74 4	..... pref.	100	F. & A.	Aug. '74 34	Brooklyn and Jamaica.	100	—	—
Boston and Providence.	3,950,000	M. & N.	May '74 5	M. Hill & Schuyl. Hav.	50	J. & J.	July '74 34	Brushwick (Brooklyn).	100	J. & J.	July '71 34
Buffalo, N. Y. and Erie.	960,000	F. & A.	Feb. '74 34	Morris and Essex.	50	J. & J.	July '74 34	Cambridge.	100	J. & J.	Oct. '74 44
Burlington and Mo. Riv.	5,636,000	M. & S.	Sept. '74 5	Nashua and Lowell.	100	M. & N.	May '74 5	Can. Park, N. & E. Riv.	100	A. & O.	Oct. '67 34
..... pref.	1,485,900	M. & S.	Sept. '74 5	Naugatuck.	100	F. & A.	Aug. '74 54	Citizens' (Ph.).	50	J. & J.	July '74 9
Camden and Amboy.	5,847,800	J. A. J. O.	Oct. '74 24	Nequehoning Valley.	100	M. & S.	Sept. '74 5	Citizens' (Phig.).	50	M. & N.	Nov. '71 7
Camden and Atlantic.	451,701	J. & J.	Oct. '74 34	Newark and N. York.	100	J. & J.	May '74 34	Coney Island &brookl.	100	F.M.A.N.	Feb. '74 2
..... pref.	763,549	J. & J.	Oct. '74 34	N. Bedford.	100	M. & N.	May '74 4	D. Dock E. B'dw. & Bat.	100	J. A. J. O.	Oct. '71 3
Cape Cod.	1,020,330	J. & J.	Jan. '72 24	N. Castle & Beaver Val.	50	J. A. J. O.	Apr. '74 24	Elizabeth and Newark.	100	—	—
Cape May and Millville.	447,000	J. & D.	Dec. '73 3	N. Haven & Northamp.	100	J. A. J. O.	Sep. '73 3	42nd St. & G. St. Ferry.	100	J. & J.	July '74 34
Catawissa & Fogels.	426,900	Novemb.	Nov. '71 6	New Jersey.	100	J. A. J. O.	Oct. '74 24	Frank & Southw. (Ph.)	50	J. & J.	July '74 5
Catawissa.	1,149,500	M. & N.	May '74 34	New London Northern.	100	J. A. J. O.	Oct. '74 2	Germantown (Ph.).	50	J. & J.	July '74 3
..... pref.	2,200,000	M. & N.	May '74 34	N. Y. Cen. & Hudson R.	100	J. & J.	Oct. '74 4	Girard College (Ph.).	50	J. & J.	July '71 3
Cayuga and Susq.	589,116	J. & J.	July '74 5	New York and Harlem.	100	J. & J.	July '74 4	Grand St. and Newton.	100	J. & J.	July '71 2
Cedar Rapids & Mo. R.	6,860,400	M. & N.	May '74 14	..... pref.	100	J. & J.	July '74 4	Green & Coates St. (Ph.)	50	J. & J.	July '74 4
..... pref.	769,600	F. & A.	Aug. '74 34	N. Y., N. H. & Harf.	100	J. & J.	July '74 5	Heston, Mantau & Farm.	50	J. & J.	July '74 14
Central of Georgia.	4,666,900	J. & J.	July '73 5	N. Y. Provid. & Boston.	100	J. A. J. O.	Oct. '74 24	Lomb. & South Sta. (Ph.)	25	A. & O.	Oct. '71 6
Central of New Jersey.	20,000,000	J. A. J. O.	Oct. '74 24	Ning. Bridge & Canaan.	100	J. & J.	July '74 3	Lynn and Boston.	100	—	—
Central Ohio.	2,425,000	J. & D.	June '74 3	North Carolina.	100	irregular.	May '73 3	Malden and Melrose.	100	—	—
..... pref.	400,000	J. & D.	June '74 3	N. Eastern (N. C.) pref.	100	M. & N.	May '74 3	Metropolitan (Boston).	50	M. & N.	July '74 34
Central Pacific.	54,275,500	Aug. '74 54	Aug. '74 54	North Pennsylvania.	50	January.	Jan. '74 54	Middlesex (Boston).	100	A. & O.	Apr. '73 4
Chenango.	380,000	J. A. J. O.	Oct. '73 14	Northern Central.	50	M. & N.	July '74 34	Ninth Avenue (N. Y.).	100	—	—
Cheshire, preferred.	2,100,000	J. & J.	July '74 2	Northern N. Hampsh.	100	J. & D.	June '74 4	Orange and Newark.	100	—	—
Chicago and Alton.	9,929,900	M. & S.	Sept. '74 5	Northern New Jersey.	100	J. & J.	July '74 4	Philadelphia City.	50	J. & J.	July '74 5
..... pref.	2,425,400	M. & S.	Sept. '74 5	Norwich & Worcester.	100	J. & J.	July '74 5	Philadelphia and Darby.	20	J. & J.	July '71 2
Chicago, Burl. & Quincy.	19,897,000	M. & S.	Sept. '74 5	Ogdensb. & L. Champ.	100	J. & J.	July '74 3	Phila. and Grey's Ferry.	20	J. & J.	July '74 24
Chicago, Iowa & Nebraska.	3,916,300	J. & J.	July '74 4	..... pref.	100	A. & O.	Oct. '74 4	Pbg. Alleg. & Manchester.	50	M. & N.	Nov. '69 8
Chicago & N. Western.	14,993,000	J. & D.	Dec. '72 34	Ohio and Mississippi.	100	J. A. J. O.	Dec. '72 34	Second Avenue (N. Y.).	100	J. A. J. O.	Oct. '73 2
..... pref.	21,434,113	J. & J.	July '75 34	Old Cr. & Allegheny R.	50	J. & D.	Jan. '74 3	Second & Third St. (Ph.)	10	J. & J.	July '74 5
Chicago, R. I. & Pacific.	19,000,000	A. & O.	Oct. '74 4	Old Colony & Newort.	100	J. & J.	July '74 34	17th & 19th streets (Ph.)	50	J. & J.	July '74 2
Cin., Ham. & Dayton.	8,500,000	A. & O.	Apr. '73 4	Oswego and Syracuse.	100	F. & A.	Feb. '74 1	Sixth Avenue (N. Y.).	100	M. & N.	May '71 3
Cin., Sand. and Clev.	2,980,550	M. & N.	May '74 2	Pacific of Missouri.	100	J. A. J. O.	Oct. '74 14	Third Avenue (N. Y.).	100	F.M.A.N.	May '73 3
..... pref.	429,946	M. & N.	May '74 2	Panama.	100	J. A. J. O.	Oct. '74 14	13th & 15th street (Ph.)	50	J. & J.	July '74 14
Clev. Col. & Ind.	14,991,275	F. & A.	Aug. '74 4	Paterson and Hudson.	100	J. & J.	July '74 4	Somerville (Boston).	100	J. & N.	May '74 3
Cleveland & Mahoning.	2,087,569	M. & N.	May '74 34	Paterson and Newark.	100	J. & J.	July '74 4	South Boston.	50	J. A. J. O.	Oct. '74 24
Cleveland & Pittsburgh.	1,236,150	F.M.A.N.	Aug. '74 14	Paterson and Ramapo.	100	J. & J.	Jan. '74 4	Union (Boston).	100	—	—
Col. Chic. & Ind. Cen.	13,000,000	M. & S.	June '74 2	Pember & Hightstown.	50	J. & J.	Jan. '74 3	Union (Phila.).	50	J. & J.	July '74 8
Columbus and Xenia.	1,786,800	M. J. S. D.	June '74 2	Pennsylvania.	68,144,475	M. & N.	May '74 5	West Philadelphia.	50	J. & J.	July '74 10
Colum. & Hooking Val.	2,500,000	F. & A.	Feb. '74 5	Peoria & Bureau Val.	100	F. & A.	Feb. '74 4				
Concord.	1,500,000	M. & N.	May '74 5	Philadelphia and Erie.	50	J. & J.	July '74 4				
Concord and Ports.	350,000	J. & J.	July '74 34	..... pref.	50	J. & J.	July '74 4				
Cona. & Pusan p. Riv. I. O.	2,100,000	F. & A.	Aug. '74 3	Phil. Ger. & Norristown.	50	M. J. S. D.	Sep. '74 3				
Connecticut Ave.	1,950,000	J. & J.	July '74 5	Philadelphia & Reading.	50	J. A. J. O.	Oct. '74 24				
Cumberland Valley.	1,454,250	F. & A.	Aug. '74 3	..... pref.	50	J. A. J. O.	Oct. '74 24				
Danbury and Neww.	600,000	M. & N.	Nov. '73 5	Phila. and Trenton.	100	J. A. J. O.	Oct. '74 24				
Danbury.	1,230,941	J. & J.	July '74 3	Phila., Wil. & Balt.	100	J. & J.	July '74 4				
Del., Lackaw. & Westn.	23,500,000	J. A. J. O.	Oct. '74 24	Pittsb., Ft. W. & Chi.	100	J. A. J. O.	Oct. '74 14				
Detroit & Milwaukee.	822,141	J. & J.	Dec. '69 7	..... Special Imp.	100	J. A. J. O.	Oct. '74 14				
..... pref.	2,095,000	J. & J.	Dec. '69 7	Pittsfield & N. Adams.	100	J. & J.	July '74 3				
Dubuque & Sioux City.	5,000,000	A. & O.	Oct. '74 2	Portland and Kennebec.	100	J. & J.	July '74 3				
East Pennsylvania.	1,309,200	J. & J.	July '74 3	Yarmouth certificates.	100	A. & O.	Apr. '72 3				
East Mahanoy.	392,950	J. & J.	July '74 3	Portl., Saco & Portsm.	100	J. & J.	Jan. '74 5				
Eastern (Mass.).	4,262,600	J. & J.	July '73 3	Providence & Worcester.	100	J. & J.	July '74 5				
Eastern (N. H.).	492,500	J. & J.	July '73 3	Raleigh and Gaston.	100	J. & J.	July '71 6				
Elmira, Jef. & Canand.	600,000	F. & A.	Feb. '74 24	Rensselaer & Saratoga.	100	J. & J.	July '74 4				
Elmira & Williamsport.	500,000	M. & N.	May '74 24	Roch. & Genesee Val.	110	J. & J.	July '74 4				
..... pref.	500,000	J. & J.	July '74 4	Romo, Watert. and Ogd.	100	J. & J.	July '74 34				
Erie Railway.	78,000,000	Oct. '73 1	Oct. '73 1	Rutland.	100	J. & J.	July '74 34				
..... pref.	5,639,910	Oct. '73 34	Oct. '73 34	..... preferred.	100	F. & A.	Aug. '74 34				
Erie and Pittsburgh.	1,090,250	M. J. S. D.	Mar. '74 14	St. Croix and Penobscot.	100	J. & J.	July '71 2				
Fitchburg.	4,000,000	J. & J.	July '74 4	St. L. Alt. & Haute.	100	J. & J.	July '74 3				
Georgia.	1,156,000	J. & J.	Apr. '74 4	..... pref.	100	—	—				
Grand River Val. guar.	1,000,000	—	—	St. Louis and Iron Mt.	100	F. & A.	Feb. '74 3				
Grand Trunk (Ca.).	14,367,946	A. & O.	Apr. '74 14	St. L. Kan. C. & North.	100	—	—				
Great Western.	19,237,404	F. & A.	Aug. '70 34	..... pref.	100	—	—				
Hamilton & St. Joseph.	4,151,700	F. & A.	Aug. '70 7	Saratoga and Schenec.	100	A. & O.	Apr. '74 34				
..... pref.	6,078,224	Annual	Aug. '70 7	Schenckville Valley.	50	J. & J.	Apr. '74 24				
Hanover Branch (Ca.).	116,850	M. & N.	May '74 5	Seaboard and Roanoke.	100	M. & N.	Nov. '70				
Harlem Extension.	4,000,000	J. & J.	July '74 34	Shamokin V. & Pottav.	50	F. & A.	Feb. '74 3				
Harrisburg & Lancaster.	1,182,500	J. & J.	July '74 34	Shore Line.	100	J. & J.	July '74 34				
Huntington, pref.	1,180,000	J. & J.	July '74 4	South Branch (N. J.).	100	J. & J.	Jan. '72 3				
Huntingdon & B'd Top.	880,000	J. & J.	July '74 4	South Carolina.	100	F. & A.	Feb. '72 1				
..... pref.	450,750	J. & J.	July '68 34	South Western (Ga.).	100	F. & A.	Feb. '73 4				
Illinois Central.	25,280,510	F. & A.	Aug. '74 4	Staten Island.	100	J. & J.	July '67 4				
Indianapolis, Cin. & Laf.	7,855,497	M. & S.	Sept. '67 4	Stockbridge and Pitts.	100	J. & J.	July '74 34				
Iowa Falls & Sioux City.	4,625,000	J. & J.	July '74 2	Stony Brook.	100	M. & N.	May '72 3				
Jefferson, Md. & Ind.	2,000,000	J. A. J. O.	Jan. '66 5	Summit Branch.	50	F. & A.	Feb. '74 3				
Joliet and Chicago.	1,500,000	J. & J.	July '74 14	Sussex (N. J.).	100	J. & J.	Jan. '72 24				
Joliet & North Indiana.	300,000	J. & J.	July '74 4	Syr., Bingham. & N. Y.	100	J. & J.	Dec. '72 3				
Lake Shore & Mich. So.	49,466,500	F. &									

NATIONAL AND STATE SECURITIES.

	Amounts outstanding.	Interest.		When Payable.	Market Price.		Amounts outstanding.	Interest.		When Payable.	Market Price.
		Rate.	Payable.					Rate.	Payable.		
National Securities, Oct. 1, 1914.											
Loan of June 14, 1858.....registered	\$260,000	5	Jan. & July.	1874	1174	..	.. Civil Loan Bonds, 1856-'61.....	222,000	6	Various.	74-78
Loan of February 8, 1861.....registered	13,783,000	6	Jan. & July.	1880	1174	..	.. War and Bounty Bonds, 1863 and '64...	3,832,500	6	Various.	'80-'89
.. .. coupon	4,632,000	6	"	1880	1184	..	.. War (Municipal Equalization).....	3,083,900	6	April & Oct.	1889
Oregon War Bonds of March 2, 1861...coupon	945,000	6	Jan. & July.	1881	1174	..	Maryland—(\$10,741,215):				
Loan of July 17, and Aug. 5, 1861...registered	125,814,250	6	Jan. & July.	1881	1174	..	.. Bonds to R. R. and Canals.....	5,709,639	5	J. A. J. & O.	1890
.. .. coupon	63,507,100	6	"	1881	1184	..	.. Bonds to R. R. and Canals.....	828,222	6	"	1890
Loan of Feb. 25, 1862 (5-20s).....registered	15,961,350	6	May & Nov.	1882	1094	..	.. Bonds to Balt. & Susq. R. R.....	269,000	3	"	1890
.. .. coupon	145,244,400	6	"	1882	1127	..	.. Defense and Bounty Bonds.....	3,072,083	6	Jan. & July.	1883
Loan of March 3, 1863.....registered	53,640,700	6	Jan. & July.	1881	1174	..	.. State Loans, 1870 and 1872.....	799,066	6	"	'86-'87
.. .. coupon	21,369,300	6	"	1881	1184	..	Massachusetts—(\$28,477,804):				
Loan of March 3, 1864 (5-20s).....registered	946,800	6	May & Nov.	1884	1111	..	.. State (public works) scrip.....	750,000	5	Various.	'74-'80
Loan of June 30, 1864 (5-20s).....registered	26,027,250	6	"	1884	1111	..	.. Union Fund Loan, 1861.....	2,758,000	6	Jan. & July.	'74-'76
.. .. coupon	33,018,950	6	"	1884	1154	..	.. Union Fund Loan, 1862.....	600,000	5	"	'77-'78
Loan of March 3, 1865 (5-20s).....registered	33,736,100	6	May & Nov.	1885	1154	..	.. Coast Defense Loan, 1863.....	888,000	5	"	1883
.. .. coupon	118,798,250	6	"	1885	1164	..	.. Bounty Loan Bonds, 1863 and 1864...	8,578,244	5	May & Nov.	'82-'94
.. .. 2d series (5-20s).....registered	56,990,850	6	Jan. & July.	1885	1164	..	.. War Loan (currency).....	999,944	5	Mar. & Sept.	1888
.. .. 3d series (5-20s).....registered	87,957,950	6	Jan. & July.	1885	1164	..	.. Railroad and Tunnel Bonds.....	10,305,532	5	April & Oct.	'88-'93
.. .. 4th series (5-20s).....registered	222,664,500	6	Jan. & July.	1887	1174	..	.. Norwich and Worcester R. R. Bonds...	400,000	6	Jan. & July.	1877
.. .. coupon	13,967,500	6	"	1887	1174	..	.. B. H. & Erie R. R. Bonds.....	3,599,024	5	"	1900
Loan of March 3, 1864, (10-40s).....registered	141,240,300	5	Jan. & July.	1888	1174	..	Minnesota—(\$260,000):				
.. .. coupon	53,327,000	5	"	1888	1174	..	.. State Buildings Loan 1867 and 1869...	250,000	7	Jan. & July.	'77-'79
Consols of July 14, '70 and Jan. 20, '71 registered	180,262,950	5	Mar. & Sept.	1904	1111	..	Missouri—(\$18,747,000):				
.. .. coupon	141,934,950	5	"	1904	1111	..	.. State Bonds, proper, 1865-'68.....	439,000	6	Jan. & July.	'82-'90
Consols registered	.....	5	F. M. A. & N.	1881	1127	..	.. State (funding) Bonds, 1867-'68.....	2,727,000	6	"	'87-'88
.. .. coupon	.....	5	"	1881	1127	..	.. Railroad Loan Bonds, 1854-'66.....	12,501,000	6	"	'74-'80
Consols registered	.....	4 1/2	F. M. A. & N.	1886	.....	..	.. Railroad Bonds, guaranteed 1856-'66...	1,589,000	7	"	'76-'91
.. .. coupon	.....	4 1/2	"	1886	.....	..	.. State Institutions Loans.....	1,301,000	6	"	var.
Debt matured and without interest.....(var.)	6,457,716	4	F. M. A. & N.	1901	.....	..	New Hampshire—(\$3,914,165):				
Navy Pension Fund of July 23, 1868.....(cur.)	14,000,000	3	"	1901	.....	..	.. War Loan Bonds, of 1861.....	614,000	6	Jan. & July.	'69-'78
Certificates of Indebtedness 1870.....(cur.)	678,000	4	"	1901	.....	..	.. War Loan Bonds, of 1864.....	600,000	6	Mar. & Sept.	'84-'89
Pacific R. R. Bonds.....(currency)	64,623,512	4	"	1901	.....	..	.. War Loan Bonds, of 1866.....	494,500	6	April & Oct.	'73-'74
United States Notes.....	382,075,408	4	Jan. & July.	'95-'99	1174	..	New Jersey—(\$2,696,300):				
Federal Currency.....	46,731,019	4	"	'95-'99	1174	..	.. War Loan Bonds, 1861-'64, tax free.....	2,690,000	6	Jan. & July.	'74-'02
State Securities, latest dates.											
Alabama—(\$11,258,838):											
.. Bonds (old and extended), 1866 and '72...	3,230,800	5	May & Nov.	'83-'92	.....	..	.. State (Deficiency) Stock of 1838.....	900,000	5	J. A. J. & O.	pleas.
.. Bonds (new), 1866, '68 '72 and '73.....	2,477,700	8	Jan. & July.	'86-'93	.....	..	.. State (Deficiency) Stock of 1838.....	800,000	5	"	1875
.. State Bonds for Railroads.....	2,300,200	8	"	'86-'93	.....	..	.. State (Deficiency) Stock of 1838.....	348,107	5	"	pleas.
.. Railroad endowments.....	16,386,000	8	"	'90-'91	.....	..	.. State (Deficiency) Stock of 1838.....	1,189,781	6	"	pleas.
Arkansas—(\$1,085,000):											
.. Funded Bonds, (\$4,400,000) 1869 and 70...	2,850,000	6	Jan. & July.	'90-'91	.....	..	.. Canal Stock.....	1,106,420	5	"	1874
.. Levee Bonds, 1871.....	2,200,000	7	"	1891	.....	..	.. Canal Stock.....	111,200	4	"	'72-'73
.. Deficiency Bonds, 1872.....	300,000	7	"	1892	.....	..	.. Canal Stock.....	10,136,260	6	"	'74-'77
.. Railroad Aid Bonds 1869 to '73.....	5,350,000	7	April & Oct.	'99-'00	.....	..	.. Bounty Loan registered.....	19,861,000	7	Jan. & July.	1877
California—(\$3,796,500):											
.. Civil Bonds 1857 and '60.....	1,699,000	7	Jan. & July.	'77-'80	1111	..	.. Bounty Loan coupon.....	1,200,000	7	"	1877
.. Relief Fund Bonds, 1863.....	110,000	7	"	'83-'85	.....	..	North Carolina—(\$29,547,045):				
.. State Capitol Bonds, 1871 and '7.....	500,000	7	"	'91-'92	.....	..	.. Old or Ante-War Debt.....	4,738,800	6	Jan. & July.	'72-'92
.. Funded Debt of 1873.....	1,497,500	6	"	1893	.....	..	.. Old or Ante-War Debt.....	6,329,400	6	April & Oct.	'72-'92
Connecticut—(\$5,095,900):											
.. War Loan, (10-30 yrs) of July 1, 1861...	532,800	6	Jan. & July.	1881	1034	..	.. Bonds issued since the war.....	3,009,045	6	Jan. & July.	'92-'98
.. War Loan, (20 yrs) of Jan. 1863 and '64...	2,232,500	6	"	'83-'84	.....	..	.. Bonds issued since the war.....	1,839,000	6	April & Oct.	'92-'98
.. War Loan, (10-30 yrs) of Oct. 1, 1864...	589,500	6	April & Oct.	1894	.....	..	.. Bonds issued for funding.....	2,417,400	6	Jan. & July.	'78-'90
.. War Loan, (20 yrs) tax free, of Oct. 1, '64	1,741,100	6	"	1885	.....	..	.. Bonds issued for funding.....	1,721,400	6	April & Oct.	'78-'90
Delaware—(\$1,231,000):											
.. State War Debt.....	879,000	6	Jan. & July.	1885	.....	..	.. Special Tax Bonds.....	11,407,000	6	"	'92-'96
.. Railroad Aid (J. and Breakwater R. R.)...	352,000	6	"	1885	.....	..	.. Loan of 1860, sinking fund.....	147,180	6	Jan. & July.	1870
District of Columbia—(\$4,700,000):											
.. Improvement (gold) bonds.....	4,000,000	6	Jan. & July.	1902	.....	..	.. Loan of 1860, sinking fund.....	1,565,900	6	"	1875
.. Improvement (cur.) bonds.....	700,000	7	"	1902	.....	..	.. Loan of 1860, sinking fund.....	4,074,817	6	"	1881
Florida—(\$6,645,763):											
.. Bonds of 1871, and 1873.....	957,000	7	Jan. & July.	var.	.....	..	.. Loan of 1866, sinking fund.....	2,400,000	6	"	1886
.. Railroad Loan (gold) of 1870.....	4,000,000	6	"	1890	.....	..	Oregon—(\$290,477):				
.. Consolidated (gold) Bonds of 1873.....	1,000,000	6	"	1903	.....	..	.. Bounty and Relief Bonds.....	90,477	7	Jan. & July.	'74-'84
Georgia—(\$14,871,084):											
.. Bonds for Western & Atlantic R. R.....	784,700	6	May & Nov.	1874	784	..	.. Willamette Canal Bonds.....	200,000	7	"	1890
.. Bonds for Western & Atlantic R. R.....	172,500	7	"	1874	.....	..	Pennsylvania—(\$24,999,785):				
.. Bonds for Atlantic and Gulf R. R.....	800,000	6	Feb. & Aug.	'78-'80	.....	..	.. Inclined Plane Loan, of 1849.....	400,000	6	April & Oct.	1879
.. Bonds of March 12, 1866.....	3,900,000	7	Jan. & July.	1886	90	..	.. Loan of April 1862, reg. and coup.....	433,000	6	Jan. & July.	1882
.. Bonds (gold) of Sept. 1870.....	2,098,000	6	"	1890	.....	..	.. Loan of May 1862, reg. and coup.....	2,637,500	6	Feb. & Aug.	1877
.. Bonds of Feb. 19, 1873.....	1,200,000	8	"	'75-'80	.....	..	.. Loan of April 1863, coupon.....	228,000	6	"	1878
.. Railroad endowments.....	7,923,000	var	Various.	var.	.....	..	.. Loan of April 1861, registered.....	35,000	6	"	1878
Illinois—(\$2,060,150):											
.. New Internal Improvement Bonds, 1847...	962,445	6	Jan. & July.	1878	.....	..	.. Loan of Feb. 1867, reg. and coup.....	907,200	6	"	'74-'80
.. Refunded Stock Bonds, 1859.....	320,000	6	"	'77-'78	.....	..	.. Chambersburg certificates, registered...	83,632	6	June & Dec.	1876
.. War Loan Bonds, 1861.....	367,000	6	"	1880	.....	..	.. Loans of April 1872.....	500,000	6	April & Oct.	1876
.. Chicago Relief Bonds 1871.....	250,000	6	"	1881	.....	..	Rhode Island—(\$2,638,500):				
Indiana—(\$4,598,815):											
.. War Loan Bonds, of 1863.....	139,000	6	May & Nov.	1866	.....	..	.. War Bonds of 1862.....	1,019,000	6	Mar. & Sept.	1882
.. Temporary Loan Bonds, 1873.....	710,000	7	Jan. & July.	'75-'76	.....	..	.. .. of 1863.....	205,000	6	April & Oct.	1883
Iowa—(\$543,066):											
.. War and Defense Fund Bonds, 1861...	300,000	7	Jan. & July.	.....	.....	..	.. .. of 1863.....	668,000	6	Jan. & July.	1893
Kansas—(\$1,336,675):											
.. State Bonds (various) 1863 to 1864.....	101,175	6	Jan. & July.	'83-'84	.....	..	.. .. of 1864.....	746,000	6	Feb. & Aug.	1894
.. State Bonds (various) 1861 to 1869...	1,235,500	7	"	'76-'89	.....	..	South Carolina—(\$20,650,235):				
Louisiana—(\$22,308,800):											
.. State Bonds, to R. R. Companies.....	2,436,000	6	Various.	'70-'06	.....	..	.. State House, Stock and Bonds '66-'68...	953,488	6	Jan. & July.	pleas.
.. Relief (Treasury) Bonds 1853.....	5,750,000	6	May & Nov.	'86-'07	.....	..	.. Fire Loan Stock of 1838.....	305,344	6	J. A. J. & O.	1870
.. Levee Bonds 1865.....	1,000,000	8	Various.	1886	.....	..	.. Funding Stocks 1866 and 1869...	143,114	6	Jan. & July.	'77-'90
.. Levee Bonds, 1867.....	4,000,000	6	May & Nov.	1907	.....	..	.. Fire Loan Bonds of 1838.....	481,944	6	"	1868
.. Past due coupons 1866.....	978,800	6	Jan. & July.	'86-'97	.....	..	.. New State House Bonds 1853-'66...	298,000	6	"	'71-'80
.. Levee Bonds, 1870.....	2,960,000	6	Mar. & Sept.	1875	.....	..	.. Blue Ridge R. R. Bonds 1854.....	966,000	6	"	'74-'78
.. Funded Floating Debt 1870.....	2,950,000	6	May & Nov.	1910	.....	..	.. Funding Bonds, 1868.....	930,000	6	"	'87-'97
.. State Penitentiary Bonds, 1869.....	500,000	7									

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Adirondack:							Blue Ridge, (S. Car.):						
1st Mortgage.....	\$ 940,000	7	Jan. & July.	New York.	1886	....	1st Mort., guar. by State (gold)..	4,000,000	7*	Jan. & July.	Charleston.	1898	....
Alabama and Chattanooga:							Boston and Albany:						
1st Mortgage, guar. by Ala.....	5,200,000	8*	Jan. & July.	New York.	1889	....	Albany loans (Aib. & W. Stkbg.)	106,000	6	Jan. & July.	Boston.	1876	....
2d Mortgage.....	2,673,000	8	" "	" "	1889	....	Dollar Bonds (Western R. R.)	666,000	6	April & Oct.	"	1875	99
Receiver's Bonds for \$1,200,000.	450,000	7	" "	" "	....	....	Currency bonds of Feb. 1, 1872.	3,764,000	7	Feb. and Aug.	"	1892	105 1/2
Alabama and Georgia:							Boston, Clinton and Fitchburg:						
1st Mortgage, guar. by Ala. & Ga.	16,000pm	8	Jan. & July.	New York.	1891	....	1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Alabama Central:							1st Mortgage (Equalization)....	248,000	7	" "	"	1889	....
1st Mortgage.....	1,600,000	8	Jan. & July.	New York.	1901	....	1st Mortgage (Consolidation)....	168,000	7	" "	"	1890	....
Albany and Susquehanna:							Equipment Mortgage.....	350,000	8	Apr. and Oct.	"	1881	80 1/2
1st Mortgage.....	1,600,000	7	Jan. & July.	New York.	1888	104	Boston, Concord and Montreal:						
2d Mortgage.....	2,000,000	7	April & Oct.	" "	1885	100	Sinking Fund Mortgage.....	624,000	6 1/2	Jan. and July.	Boston.	1889	....
3d Mortgage.....	434,000	7	May & Nov.	" "	1881	....	1st Mortgage (22 1/2 m.) convertible	150,000	6	" "	"	1875	....
Albany Loan.....	933,000	6	" "	" "	1895	....	1st Mortgage (22 1/2 m.)	200,000	6	" "	New York.	1875	....
Alexandria and Fredericksburg:							Consol. Mortgage for \$2,000,000.	966,400	7	Apr. and Oct.	Boston.	1893	....
1st Mortgage.....	1,000,000	7	June & Dec.	Philadelphia.	1890	....	Boston, Hartford and Erie:						
Alligany Valley:							1st Mortgage (old).....	600,000	7	Mar. and Sept.	Boston.	1884	....
General Mortgage.....	3,889,000	7 1/2	Jan. & July.	New York.	1896	89 1/2	1st Mortgage (Berlell).....	15,000,000	7	Jan. and July.	New York.	1900	24 1/2
Special Mortgage to Penn.....	3,500,000	5	January.	Harrisburg.	....	....	1st Mortgage, guar. by Erie.....	5,000,000	7	" "	"	1900	40
1st M., E. Kt., guar. by Pa. R.R.	6,000,000	7	April & Oct.	Phil. or Lond.	1900	82	Mass. L. sec'd by \$1,000,000 Ber.	3,600,000	7*	" "	Boston.	1899	....
American Central:							Boston and Lowell:						
1st Mort., guar. by C., B. & Q.	736,006	8	Jan. & July.	New York.	1878	....	1st Mortgage.....	200,000	6	Apr. and Oct.	Boston.	1879	....
Androscoggin:							Bonds of 1872 for \$1,000,000....	999,500	7	" "	"	1892	....
1st Mortgage (Bath Loan).....	425,000	6	Jan. & July.	Bath, Me.	1891	....	Boston and Maine:						
Arkansas Central (narrow gauge):							Bonds of 1893 (coup. and reg.)..	2,000,000	7	May and Nov.	Boston.	1893	104 1/2
1st Mortgage (\$12,000 p. m.)....	620,000	8*	Jan. & July.	Lond. or Ams.	1891	....	Boston and Providence:						
2d Mortgage for \$1,200,000.....	700,000	7*	April & Oct.	New York.	1893	....	Bonds to purchase P., W. & B. R.	500,000	7	May and Nov.	Boston.	1891	....
Ashabula, Youngstown & Pitts.							Brunswick and Albany:						
1st Mortgage.....	1,500,000	7*	April & Oct.	New York.	1901	....	1st Mort. (gold) end. by Ga. tax fr.	3,620,000	6*	Apr. and Oct.	New York.	1905	....
Atchison and Nebraska:							2d Mort. sinking fund gold.....	2,350,000	7*	" "	"	1893	....
1st Mortgage.....	3,750,000	8	March & Sept.	Boston.	1896	....	Buffalo, Bradford and Pittsburg:						
Atchison, Topeka and Santa Fe:							General Mortgage.....	580,000	7	Jan. & July.	New York.	1896	....
1st Mortgage (gold).....	7,042,500	7*	Jan. & July.	New York.	1899	58	Buffalo, Corry and Pittsburg:						
Land Grant Mortgage (gold)....	3,521,000	7*	April & Oct.	Boston.	1900	....	1st Mortgage.....	700,000	7	Jan. and July.	New York.	1886	....
1st Mort. (Wichita Branch) guar.	412,000	7*	Jan. & July.	" "	1902	....	Buffalo and Erie:						
Consolidated Mortgage (gold)...	976,000	7*	April & Oct.	N. Y. or Bost.	1903	....	Mort. bonds (ass'd by LS & MS)	200,000	7	Jan. and July.	New York.	1882	....
Atlanta and Richmond Air Line:							Mort. bonds (" ")	300,000	7	March & Sept.	"	1886	....
1st Mortgage (guar. by Georgia).	4,240,000	8	Jan. & July.	New York.	1900	64	Mort. bonds (" ")	3,000,000	7	Apr. and Oct.	"	1898	96
Atlantic and Great Western:							Buffalo, New York and Erie:						
1st Mortgage (gold).....	14,414,980	7*	Jan. & July.	N. Y. or Lond.	1902	....	1st Mortgage.....	2,000,000	7	June & Dec.	New York.	1877	85
2d Mortgage (gold).....	8,707,200	7*	March & Sept.	" "	1902	....	Buffalo, New York & Phila.:						
3d Mortgage (gold) Income.....	26,790,214	7*	May & Nov.	" "	1902	....	1st Mortgage.....	2,296,000	6	Jan. & July.	New York.	1896	....
Atlantic and Gulf:							2d Mortgage for \$1,000,000....	291,500	10	" "	"	1893	....
Consolidated (285 m.) free U. S. tax	2,000,000	7	Jan. & July.	" "	1887	....	Burlington, Cedar Rapids & Minn.:						
Sectional (S. A. & G. R. L.) bonds	310,000	7	" "	" "	var.	....	1st Mortgage, etc., skg. fund....	5,470,000	7*	May & Nov.	N. Y. & Lond.	1919	....
1st Mortgage (S. Ga. & Fla. R. R.)	464,000	7	May & Nov.	" "	1888	....	1st Mort., (gold) Mil. Div.....	2,200,000	7*	Feb. and Aug.	"	1902	....
2d Mortgage (S. Ga. & Fla. R. R.)	200,000	7	" "	" "	1889	....	Burlington and Missouri River:						
Atlantic and Lake Erie:							Land and R. R. Mortgage.....	4,998,350	7	April & Oct.	N. Y. & Bost.	1893	98
1st Mort. (gold) for \$5,000,000....	....	7*	Jan. & July.	" "	1901	....	Stock Bonds pref. 2d lien.....	600,000	7	Jan. & July.	Boston.	1875	....
Atlantic, Miss. and Ohio (428 m.):							Stock Bonds pref. 3d lien.....	566,000	8	" "	"	1878	....
1st Mortgage for \$15,000,000....	5,470,000	7*	April & Oct.	" "	1901	....	Stock (common) Bonds.....	340,000	8	April & Oct.	N. Y. & Bost.	1879	....
2d Mort. to State (no int. till '89).	4,000,000	....	" "	" "	....	....	Stock (common) Bonds.....	355,500	8	Jan. & July.	"	1894	....
Atlantic and Pacific:							Stock (common) Bonds.....	430,600	8	" "	"	1889	....
Land Mortgage gold bonds.....	2,326,500	6*	Jan. & July.	New York.	1888	....	Burlington and Mo. Riv. in S. B.:						
2d Mortgage for \$3,000,000 (gold)	1,958,400	6*	May & Nov.	" "	1891	....	1st Mortgage convertible.....	5,715,000	8	Jan. & July.	N. Y. & Bost.	1894	98 1/2
1st Mort. (So. Pac. R. R. assumed)	7,188,000	6*	Jan. & July.	" "	1888	....	Bonds convertible until 1892....	528,947	8	" "	Boston.	1883	....
1st Mort. (Central Div.) gold.....	1,189,500	6*	May & Nov.	" "	1891	....	Burlington and Southwestern:						
Equipment Bonds.....	674,000	10	June & Dec.	" "	1883	....	1st Mortgage (\$20.00 per mile).	1,800,000	8	May & Nov.	Boston.	1896	....
Atlantic and St. Lawrence:							Cairo and Fulton (Arkansas):						
Sterling bonds (not Mort.) of 1858.	484,000	6*	May & Nov.	London.	1878	....	1st Mort. (R. R. and lands) S. F.	8,000,000	7*	Jan. & July.	New York.	1891	....
3d Mortgage (sterling) of 1864....	1,499,966	6*	April & Oct.	" "	1884	....	Cairo and St. Louis (3 ft. gauge):						
3d Mortgage (sterling) of 1871....	713,000	6*	May & Nov.	" "	1891	....	1st Mortgage.....	2,250,000	7	April & Oct.	New York.	1901	....
Portland City Bonds, 1st M., & S.	787,000	6	" "	Portland.	1886	....	Cairo and Vincennes:						
Augusta and Savannah:							1st Mortgage, gold.....	3,500,000	7*	April & Oct.	N. Y. & Lond.	1909	....
1st Mortgage.....	129,500	7	" "	Savannah.	....	....	2d Mortgage.....	1,500,000	7*	Jan. & July.	"	1898	....
Avon, Genesee & Mt. Morris (Erie):							California and Oregon (Gen. Pac.):						
1st Mortgage.....	20,000	7	Jan. & July.	New York.	1883	....	1st Mortgage (gold).....	6,000,000	6*	Jan. & July.	New York.	1891-91	....
Bald Eagle Valley:							California Pacific:						
1st Mortgage.....	360,000	6	Jan. & July.	Philadelphia.	1881	....	1st Mortgage, sinking fund....	2,250,000	7*	Jan. & July.	New York.	1889	....
2d Mortgage.....	100,000	6	" "	" "	1884	....	2d Mortgage (end. by Gen. Pac.)	1,600,000	6*	June & Dec.	"	....	....
Baltimore and Ohio:							Camden and Amboy:						
Loan of 1855 '75.....	857,250	6	Jan. & July.	Baltimore.	1875	101 1/2	Loan of 1875 (Joint Companies)	675,000	6	April & Oct.	Philadelphia.	1875	....
Loan of 1850-80.....	679,500	6	" "	" "	1880	101 1/2	Loan of 1883.....	1,700,000	6	Feb. & Aug.	"	1883	....
Loan of 1853-55.....	1,710,500	6	April & Oct.	" "	1885	101 1/2	Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	....
Loan of 1855-90 (Balt.) skg. fd..	3,420,146	6*	Jan. & July.	" "	1890	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	103 1/2
Loan of 1870-95 (etc.) skg. fund.	3,620,320	6*	March & Sept.	London.	1895	....	Sterling Loan, S. F. (£262,000).	1,286,080	6*	Feb. & Aug.	London.	1880	....
Loan of 1872-1902 (etc.) S. F....	9,498,016	6*	" "	" "	1902	....	Camden and Atlantic:						
3d Mort. (N. W. Va. R. R. assumed)	140,000	6*	Jan. & July.	Baltimore.	1885	96	1st Mortgage.....	490,000	7*	Jan. & July.	Philadelphia.	1893	....
Baltimore and Potomac:							2d Mortgage of 1854.....	500,000	7	April & Oct.	"	1879	....
1st Mort. (tunnel) gold guar....	1,500,000	6*	Jan. & July.	Baltimore.	1911	....	Camden and Burlington County:						
1st Mortgage (lt. R.) gold guar....	3,000,000	6*	April & Oct.	" "	1911	....	Consolidated 1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Bangor and Piscataquis:							Canada Southern:						
1st Mortgage (Bangor loan).....	600,000	6	April & Oct.	Boston.	1899	....	1st Mort. (skg. fd.) g'd for \$9,000,000	9,000,000	7*	Jan. & July.	New York.	1906	58
1st Mort. (Bangor loan) extens'n	120,000	7	" "	" "	1901	....	Cape Girardeau and State Line:						
Bay City and East Saginaw:							1st Mortgage (gold).....	1,000,000	7	Jan. & July.	Cape Girardeau	1891	....
1st Mort. guar. by F. & P. M. Co.	100,000	10	Jan. & July.	Detroit.	1886	....	2d Mort. guar. by W. Jersey R. R.	400,000	7	April & Oct.	Camden.	....	....
Bedford and Bridgeport:							1st Mortgage.....	200,000	7*	Jan. & July.	....	1902	....
1st Mortgage.....	1,000,000	7	April & Oct.	Philadelphia.	1892	....	Carolina Central:						
Belfast and Moosehead Lake:							1st Mortgage.....	1,500,000	6*	Jan. & July.	New York.	1923	....
1st Mortgage (gold).....	150,000	6	May & Nov.	Portland.	1890	....	Carthage and Burlington:						
Belleville and Snow Shoe:							1st Mort., guar. by C., B. and Q.	600,000	8	May & Nov.	New York.	1879	....
1st Mortgage.....	99,000	6	" "	Philadelphia.	1883	....	Catawissa:						
Belleville and Indiana:							1st Mortgage (old).....	250,500	7	Feb. & Aug.	Philadelphia.	1882	....
1st Mort. assumed by C., C. & I.	453,000	7	Jan. & July.	New York.	1899	....	1st Mortgage (new).....	1,300,000	7	" "	"	1900	101 1/2
Belleville and Southern Illinois:							Chattel Mortgage.....	209,850	6	" "	"	188-80	....
1st Mort., guar. by St. L. A. & T. H.	1,100,000	8	April & Oct.	New York.	1896	....	Cayuga Lake:						
Benoit and Madison (C. & N. W.):							1st Mortgage.....	800,000	7*	June and Dec.	New York.	1901	....
1st Mortgage (guaranteed).....	306,000	7	Jan. & July.	New York.	1888	....	Cazenovia and Canastota:						
Belvidere Delaware:							1st Mortgage, gold.....	250,000	7	Feb. & Aug.	New York.	1890	....
1st Mortgage (guar. by O. & C.)	1,000,000	6	June & Dec.	New York.	1877	95	Cedar Falls and Minnesota:						
2d Mortgage A. Co. and.....	499,500	6	March & Sept.	Philadelphia.	1885	84	1st Mort. (C. F. to Waverly)....	198,000	7	April & Oct.	New York.	1884	80
3d Mortgage Penn. R. R. Co.	745,000	6	Feb. & Aug.	" "	1887	....	1st Mort. (W. to Minn. Line)...	1,334,000	7	Jan. & July.	" "	1907	....

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Cedar Rapids & Mo. Riv. (C. & N.W.)	\$						Chicago and Milwaukee Railway:	\$					
1st Mortgage, 1st Div. \$10,000pm	700,000	7	Feb. & Aug.	New York.	1891	....	1st Mort., guar. by C. and N.W.	1,642,000	7	Jan. & July.	New York.	1898	93
1st Mortgage 2d Div. \$10,000p.m.	582,000	7	" " "	" "	1894	....	Chicago and Mich. Lake Shore:						
1st Mortgage 3d Div. \$16,000 p.m.	2,332,000	7	May & Nov.	" "	1916	....	1st Mortgage.....	500,000	8	March & Sept.	New York.	1889	....
Central Branch Union Pacific:							1st Mortgage.....	3,500,000	8	Jan. & July.	Boston.	1880	....
1st Mort. (Atch. & Pike's Peak).	1,600,000	6*	May & Nov.	New York.	1895	....	1st Mortgage.....	1,350,000	8	May & Nov.	"	1891	....
2d Mortgage Govern't subsidy.	1,600,000	6	Jan. & July.	"	1895	....	1st Mortgage (on Branch).	1,325,000	8	March & Sept.	"	1892	....
Central of Georgia:							Chicago, Milwaukee and St. Paul:						
1st Mortgage.....	993,000	7	March & Sept.	New York.	1875	....	1st Mort. (Mil. and St. Paul R'y)	5,527,000	7	Jan. & July.	New York.	1883	....
General Mort. for \$5,000,000....	1,672,000	7	Jan. & July.	N.Y. & Savan.	1893	....	2d Mort. (" ")	1,191,000	7	April & Oct.	"	1884	....
Macon & West. (Atlanta D.) b'ds	150,000	7	April & Oct.	Savannah.	1880	....	1st Mort. (Chic. and Mil. Div.)	2,500,000	7	Jan. & July.	"	1885	....
Central of Iowa:							1st Mort. (East. Div. Palmer.)	781,500	8	May & Nov.	"	1874	....
1st Mortgage, gold, \$16,000 p.m.	3,700,000	7*	Jan. & July.	New York.	1899	....	1st Mort. (Iowa and Minn. Div.)	3,810,000	7	Jan. & July.	"	1897	....
2d Mortgage, gold, \$4,000 p.m.	925,000	7*	April & Oct.	"	1901	....	1st Mort. (Minnesota Central.)	190,000	7	"	"	1870	....
Central of New Jersey:							1st Mort. (St. Paul Division.)	4,000,000	7	"	"	1870	....
Convertible bonds of 1872.....	3,612,700	7	May & Nov.	New York.	1902	....	1st Mort. (Iowa and Dak. Div.)	1,000,000	7	"	"	1870	....
1st Mort. (New) for \$5,000,000....	5,000,000	7	Feb. & Aug.	"	1890	107	1st Mort. (Prairie du Chien Div.)	3,674,000	8	Feb. & Aug.	"	1898	107
Newark Branch Bonds.....	600,000	7	Jan. & July.	"	1887	....	2d Mort. (" ")	1,315,000	7.3	"	"	1898	....
Loan of Loh. C. & Nav. Co. (ass'd)	2,310,000	6	J. A. J. & O	Philadelphia.	1897	....	1st Mort. (Ills. and Iowa Div.)	37,000	7	Jan. & July.	"	1885	....
Consol. Mort. for \$25,000,000....	5,000,000	7	"	New York.	1899	....	1st Mort. (Hast. and Dak. Div.)	1,350,000	7	"	"	1885	....
Central Ohio (B. and O.):							Income bonds (Mil. and St. Paul)	20,000	7	April & Oct.	"	1873	....
1st Mortgage guaranteed.....	2,500,000	6	March & Sept.	Baltimore.	1890	90	Milwaukee City Loan.....	230,500	7	March & Sept.	"	1873	....
Central Pacific of California:							1st Mort. (Mil. and Western)	234,000	7	Jan. & July.	"	1891	....
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'95-'99	92	Real Estate Purchase.....	148,500	7	"	"	1883	....
Convertible 20 years bonds, gold	1,483,000	7*	"	"	1883	....	Equipment and Bridge Bonds..	245,000	10	June & Dec.	"	1883	....
State Aid B'ds (Int. by State) gold	1,500,000	7*	"	Sacramento.	1884	101	Consol. Mort. for \$35,000,000....		7	Jan. & July.	"	1904	....
2d Mort. (Govern'm't Subsidy).	27,855,650	6	"	"	'95-'99	99	Chicago and Northwestern:						
1st Mort. (Western Pacific) gold	2,735,000	6*	"	New York.	1899	....	Preferred sinking fund (193 m.)	1,242,700	7	Feb. & Aug.	New York.	1885	....
1st Mort. (Calif. & Oregon) gold	7,065,000	6*	"	"	1892	....	General 1st Mortgage (193 m.) ..	3,588,000	7	"	"	1885	....
1st Mort. (S. Fr. Okld. & Ala.)..	500,000	8*	"	San Francisco	1890	....	Funded coupons (193 m.).....	743,300	7	May & Nov.	"	1883	....
1st Mort. (San Joaquin V.D.) gold	6,000,000	6*	April & Oct.	New York.	1900	....	Appleton Ext. (23 m. & 76,000 ac.)	147,000	7	Feb. & Aug.	"	1885	....
Land bonds (Cen. Pac. Co.) gold	9,153,000	6*	"	"	1890	....	Green Bay Ext. (26m & 76,000 a.)	282,000	7	"	"	1885	....
Central Vermont:							1st Mort. (Gal. & Chi. U.) 248 m.	1,693,000	7	"	"	1882	103
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....	2d Mort. (Gal. & Chi. U.) 248 m.	854,000	7	May & Nov.	"	1875	....
2d Mort., Consol. (")	1,500,000	7	June & Dec.	"	1891	....	Elgin and State Line.....	128,000	6	Jan. & July.	"	1878	....
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	"	1887	....	Mississippi River Bridge.....	190,000	7	"	"	1884	....
Income and Extension Bonds.....	1,098,600	8	May & Nov.	"	1902	....	1st Mortgage (Peninsula).....	331,000	7	March & Sept.	"	1898	....
Equipment Mort. (Vt. Central)	1,000,000	8	"	"	'77-'77	....	Consol. skg fund (C. & N.W. R'y)	3,280,000	7	P. M. A. & N.	"	1915	....
Equipment Mort. (")	1,000,000	8	"	"	1889	....	General Consol. Gold Bonds ..	8,995,000	7*	June & Dec.	"	1902	80
Bonds, guar. (Vt. and Canada)	1,000,000	8	"	"	1889	....	1st Mort. S. F. (Madison Exten.)	3,150,000	7*	April & Oct.	"	1911	....
Missisquoi R.R. (")	500,000	7	Jan. & July.	"	1891	....	1st Mort. S. F. (Madison Ext.)	2,700,000	7*	June & Dec.	"	1911	....
Cent. Vt. (Vt. & Ca. Mort.) b'ds	3,000,000	6	March & Sept.	"	1904	....	2d Mort. (Mil. & Chi. R. R.) guar.	97,500	7	"	"	1898	....
Charleston and Savannah:							1st Mort. (Chic. & Mil. R. W.) guar	1,642,000	7	Jan. & July.	"	1898	93
1st Mortgage guar. by State.....	505,000	6	March & Sept.	Charleston.	1877	....	1st Mort. (Bel. & Mad. R.R.) guar	306,000	7	"	"	1888	....
Funded Interest on 1st Mort.....	157,400	7	"	"	1889	....	Chicago & Northern Pac. Air-L:						
Charlotte, Columbia & Augusta:							1st Mort. (skg f'd gold \$25,000pm)		7*	June & Dec.	New York.	1902	....
1st Mortgage.....	2,000,000	7	Jan. & July.	New York.	1895	....	Chicago, Omaha and St. Joseph:						
Charters:							1st Mortgage for \$8,000,000....		8	April & Oct.	New York.	1901	....
1st Mort., guar. by Penna.....	500,000	7	April & Oct.	Philadelphia.	1901	....	Chicago and Paducah (C. B. & Q.)						
Cheraw and Darlington:							1st Mortgage \$26,000 p. m. gold.	2,304,000	7*	Jan. & July.	Boston.	1903	....
1st Mortgage dated Jan. 1, 1871.	141,000	8	April & Oct.	Charleston.	1888	....	Chi., Pekin & Southw'n (C.B. & Q.)						
2d Mortgage dated Jan. 1, 1869.	75,000	7	Jan. & July.	"	1888	....	1st Mortgage for \$10,000 per mile	700,000	8	Feb. & Aug.	New York.	1901	....
Cherry Valley, Sharon and Alb.:							Chicago, Rock Island and Pacific:						
1st Mort. con. guar. by A. & S. Co.	300,000	7	June & Dec.	New York.	1899	....	1st Mortgage skg fund.....	9,000,000	7	Jan. & July.	New York.	1896	106
Cheapeake and Ohio:							Chi. & Southw'n (C.R.I. & Pac.)						
1st M. (gold) skg f'd for \$15,000,000	15,000,000	6*	May & Nov.	New York.	1899	50	1st Mort. gold, tax free, guar....	5,000,000	7*	May & Nov.	New York.	1889	....
1st Mort. Extension (con. or reg)	2,124,000	7*	Jan. & July.	"	1902	....	1st Mortgage gold (Atchison Br.)	1,000,000	7*	June & Dec.	"	1901	....
1st Mort. (Va. Cen.) guar. by Va.	100,000	6	"	"	1880	....	Chicago, Wisconsin & Canada:						
3d Mort. (") coupon.....	918,000	6	"	"	1884	....	1st Mort. gold skg f'd for \$410,000		7*	Jan. & July.	New York.	1902	....
Income (") coupon.....	300,000	8	"	"	1876	....	Chicago and Superior:						
Funded Interest, coupon.....	160,557	8	"	"	1877	....	1st Mortgage (Mad. & Portage) g'd	600,000	7*	April & Oct.	New York.	1900	....
Cheshire:							1st Mortgage (gold) for \$5,000,000		7*	Jan. & July.	"	1902	....
Coupon bonds (no Mort.).....	807,600	6	Jan. & July.	Boston.	'75-'80	....	Chillicothe and Brunswick:						
Chester Creek:							1st Mort., guar. by St. L., K.C. & N.	500,000	8	Jan. & July.	New York.	1894	....
1st Mort., guar. by P.W. & B..	185,000	6	Jan. & July.	Philadelphia.	1903	....	Cincinnati, and Baltimore:						
Chester and Tamaroa:							1st Mort., guar. by B. & O. & M. & C.	274,000	7	Jan. & July.	Baltimore.	1900	....
1st Mortgage.....	660,000	7*	May & Nov.	New York.	1901	....	Cincinnati, Hamilton and Dayton:						
Chicago and Alton:							1st Mortgage of 1863.....	1,250,000	7	May & Nov.	New York.	1880	....
1st Mortgage, pref. sinking fund.	1,000,000	7	May & Nov.	New York.	1877	....	2d Mortgage of 1863.....	500,000	7	Jan. & July.	"	1885	....
1st Mortgage.....	2,400,000	7	Jan. & July.	"	1893	110	3d Mortgage of 1867.....	400,000	8	June & Dec.	"	1877	....
2d Mortgage Income.....	1,100,000	7	April & Oct.	"	1893	98	Cincinnati, Ham. & Ind. (C.H. & D.)						
Consol. Bonds (\$200 stg. each).	1,149,950	6*	Jan. & July.	London.	1903	....	1st Mort., guar. for \$2,500,000....	1,846,000	7	Jan. and July.	New York.	1903	....
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	New York.	1894	105	Cincinnati, Lafayette and Chi.:						
2d Mort. (")	188,000	7	Jan. & July.	"	1896	....	1st Mortgage.....	1,120,000	7*	March & Sept.	New York.	1901	....
1st Mort. (Louisiana and Mo.)....	4,300,000	7	Feb. & Aug.	"	1900	....	Cincinnati and Martinsville:						
Chicago, Burlington and Quincy:							1st Mort., guar. by I. C. & La. F.	400,000	7	Feb. & Aug.	New York.	1905	....
Trust Mortgage skg fund.....	2,592,000	8	Jan. & July.	New York.	1883	....	Cincinnati & Muskingum Valley:						
Trust Mortgage, skg fund conv....	150,000	8	"	"	1883	....	1st Mortgage.....	1,500,000	7	Jan. and July.	New York.	1901	....
Trust Mortgage (Burl. to Conva.)	680,000	7	April & Oct.	"	1890	....	Cincinnati, Richmond & Chicago:						
Loan of 1872.....	7,029,875	7	Jan. & July.	Boston.	1896	97	1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
1st Mort. (Am. Cen. R.R.) guar.	733,000	8	"	New York.	1878	....	2d Mortgage.....	65,000	7	"	"	1889	....
1st Mort. (Car. and Burl.) guar.	600,000	8	May & Nov.	"	1879	....	Cinc., Rich. & Ft. Wayne (G.R. & I.)						
1st Mort. (Dix., Peo. & Han) guar.	803,000	8	Jan. & July.	"	1889	....	1st Mortgage gold, guar.....	1,800,000	7*	June & Dec.	New York.	1921	....
1st Mort. (Ill. Gr. Trunk) guar.	960,000	8	April & Oct.	Boston.	1890	....	Cincinnati, Sandusky and Clev.:						
1st Mort. (Keok. & St. Paul) guar.	1,000,000	8	"	"	1879	....	1st Mortgage.....	1,072,300	7	June & Dec.	New York.	1890	....
1st Mort. (O., O. & Fox Rv.) guar.	1,241,000	8	Jan. & July.	N.Y. & Bos.	1900	....	1st Mort. (San. Day. & Cin.) S.F.	990,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (Peo. and Han.) guar.	600,000	8	"	New York.	1878	....	1st Mort. (San. City and Ind.)..	350,000	7	March & Sept.	"	1877	....
1st Mort. (Quincy & War.) guar.	800,000	8	"	N.Y. & Bos.	1890	....	1st Mort. (Col. Spring. & Cine.)	1,000,900	7	"	New York.	1901	....
2d Mort. (Northern Cross) gold.	941,000	4	"	Frankfort.	1890	....	Cincinnati and Springfield:						
Chicago and Canada Southern:							1st Mortgage for \$2,000,000 (guar)	2,000,000	7	April & Oct.	New York.	1901	....
1st Mortgage.....	2,500,000	7*	Apr. and Oct.	New York.	1902	....	2d Mortgage.....	411,000	7	"	"	1902	....
Chicago, Cincinnati and Louisv.:							Cincinnati, Wabash and Mich.:						
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1887	....	1st Mortgage for \$16,000 p. m....	2,000,000	7	Jan. and July.	New York.	1891	....
Chicago, Clinton and Dubuque:							Clev., Col. Cin. & Indianapolis:						
1st Mort. guar. C., B. and Q.....	1,500,000	8	June & Dec.	Boston.	1896	....	1st Mortgage sinking fund.....	2,700,000	7	May & Nov.	New York.	1899	....
Chicago, Danville and Vincennes:							1st Mort. (C., C. and C. R. R.)..	271,000	7	June & Dec.	"	'74-'84	....
1st Mortgage (Ill. Div.) gold....	2,500,000	7*	Apr. and Oct.	New York.	1909	....	1st Mort. (Bell. and Ind. R.R.)..	453,000	7	Jan. and July.	"	1899	....
1st Mortgage (Ind. Div.) gold....	825,000	7*	"	"	19								

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Clev., Mt. Vernon and Delaware:							Des Moines and Ft. Dodge:						
1st Mortgage gold.....	1,300,000	7*	Jan. & July.	New York.	1900	....	1st Mortgage (coupon).....	2,400,000	6	Jan. & July.	New York.	1904	....
2d Mortgage.....	1,000,000	7	"	"	1902	....	Detroit, Eel River and Illinois:						
Clev., Painesville & Ashtabula:							1st Mortgage for \$22,000 p.m.....	1,826,000	8	Jan. & July.	New York.	1891	....
Regist'd b'ds(ass'd by LS&MS.)	1,000,000	7	Jan. & July.	New York.	1880	....	Detroit, Hillsdale and Indiana:						
3d Mortgage.....	1,000,000	7	April & Oct.	"	1892	....	1st Mort. \$16,000 p. m. guar.....	1,170,000	8	June & Dec.	New York.	1890	....
Cleveland and Toledo:							2d Mortgage, (coupon) guar.....	300,000	8	Jan. & July.	"	1881	....
1st Mort. s.f.(ass'd by LS&MS.)	1,595,000	7	Jan. & July.	New York	1885	....	Detroit, Lansing and Lake Mich.:						
2d Mortgage.....	860,000	7	April & Oct.	"	1886	97	1st Mortgage.....	3,219,000	8	April & Oct.	Boston.	1896	....
Cobourg, Petersburg & Marmora:							1st Mortgage (on Branches).....	575,000	8	June & Dec.	"	1897	....
Mortgage Bonds.....	500,000	8	Jan. & July.	.....	75-82	....	2d Mortgage.....	359,000	8	Feb. & Aug.	"	1893	....
Colebrookdale:							1st Mort. (Ionia and Lansing).....	770,000	8	Jan. & July.	New York.	1889	....
1st Mort. guar. by Ph. and Rdg	584,700	6	June & Dec.	Philadelphia.	1898	....	2d Mort. (").....	81,000	8	May & Nov.	"	1880	....
Colorado Central (3 ft. gauge):							Detroit & Milwaukee (Gt. W. of Ca.):						
1st Mortgage.....	225,000	5*	June & Dec.	Boston.	1890	....	1st Mortgage (D & M.R'y).....	2,500,000	7	May & Nov.	New York.	1875	....
Columbus, Chicago & Ind. Cent.:							2d Mortgage (").....	1,000,000	8	"	"	1875	....
1st Mortgage Consol. skg fund.....	10,383,000	7	April & Oct.	New York.	1908	71 1/2	1st Funded Corp. (D & M.R.R.)	625,924	7	Jan. & July.	"	1875	....
2d Mortgage skg fund.....	3,47,000	7	Feb. & Aug.	"	1909	30	2d Funded Corp. (").....	375,734	7	May & Nov.	"	1875	....
1st Mort. (Chic. and Gt. Eastern).....	461,000	7	April & Oct.	"	93-95	....	1st Mort. (Det. & Pontiac R.R.)	150,000	7	April & Oct.	"	1878	....
2d Mort. (").....	344,400	7	Jan. & July.	"	....	....	2d Mort. (").....	100,000	7	Jan. & July.	"	1878	....
Income conv. (").....	2,554,000	7	Feb. & Aug.	"	1890	....	3d Mort. (").....	250,000	8	Feb. & Aug.	"	1886	....
1st Mort. (Cin. and Chi. Air-L.)	14,100	7	"	"	1890	....	Bonds of Sept. 1, 1866.....	110,000	7	March & Sept.	"	1886	....
1st M. s.f. (").....	39,850	7	May & Nov.	"	1896	....	Bonds of June 30, 1866.....	1,702,317	6-7	Jan. & July.	"	1886	....
1st Mort. (Col. and Ind. Cent.)	2,632,000	7	Jan. & July.	"	1904	....	Detroit, Mon. & Tol. (L.Sh.&M.S.):						
2d Mort. (").....	821,000	10	May & Nov.	"	1904	....	1st Mortgage Aug. 1, 1856.....	924,000	7	Feb. & Aug.	New York.	1876	....
1st M. (Col. & Ind.) 1st & 2d pref.	109,500	7	Jan. & July.	"	1883	....	Dixon, Peoria and Hannibal:						
2d Mortgage (Ind. Central).....	666,500	7	"	"	1882	....	1st Mort. guar. by C. B. and Q.	800,000	8	Jan. & July.	New York.	1889	....
1st Mort. (Tol. Logan Sp't & Bur.)	554,500	7	Feb. & Aug.	"	1884	....	Dubuque and Sioux City:						
Income (").....	74,024	7	"	"	....	....	1st Mortgage tax free.....	882,000	7	Jan. & July.	New York.	1888	....
1st Mort. (Union & Loganport)	815,000	7	April & Oct.	"	1906	....	Dubuque Southwestern:						
Columbus, Springfield and Cin.:							1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
1st M. (assumed by Cinn. S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	1st Mortgage, preferred.....	75,500	7	Jan. & July.	"	1883	....
Columbus and Hocking Valley:							Dunkirk, Allegheny Val. & Pittab.:						
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	1st Mortgage (gold).....	1,200,000	7*	June & Dec.	New York.	1900	....
1st M. on Branch (2d on main)	300,000	7	Jan. & July.	"	1880	....	Dutchess and Columbia:						
General Mortgage.....	469,100	7	"	"	1892	....	1st Mortgage Jan. 1, 1868.....	1,500,000	7	Jan. & July.	New York.	1903	....
Columbus and Xenia:							East Alabama and Cincinnati:						
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	1st Mort. endorsed by Alabama.	400,000	8	Jan. & July.	.....	1890	....
Connecticut and Passumpsic Riv.:							East Brandywine & Waynesboro:						
New Mortgage for \$1,500,000.....	607,500	7	April & Oct.	Boston.	1893	....	1st Mortgage guar. by Pa. R.R.	140,000	7	Jan. & July.	Philadelphia.	1885	....
1st Mortgage sinking fund.....	296,500	6	June & Dec.	"	1876	....	East Pennsylvania (Ph. & Rdg.):						
Counon Notes.....	634,000	7	"	"	76-81	....	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	....
1st Mort. (Massawippi) guar. gold	400,000	6*	Jan. & July.	"	1889	....	East Tennessee, Virginia & Ga.:						
Connecticut River:							1st Mort. skg fund for \$3,500,000	2,976,000	7	Jan. & July.	New York.	1900	....
1st Mortgage skg fund.....	250,000	6	March & Sept.	Boston.	1878	....	1st Mort. (East Tenn. & Ga.)	635,000	6	"	"	80-86	....
Connecticut Valley:							1st Mort. (East Tenn. & Va.) end.	164,000	6	May & Nov.	"	1886	....
1st Mortgage.....	1,000,000	7	Jan. & July.	New York.	1901	....	Eastern (Mass.):						
Connecticut Western:							1st Mort. (Essex R.R.) assumed.	194,400	6	Jan. & July.	Boston.	1876	....
1st Mortgage tax free.....	2,674,000	7	Jan. & July.	N. Y. & Bos.	1900	....	Loan of 1865-85.....	160,000	6	April & Oct.	"	1885	....
Connecting (Philadelphia):							Loan of 1867-87.....	890,000	7	March & Sept.	"	1887	93 1/2
1st Mort. ABCD & E \$200,000 each	921,000	6	March & Sept.	Philadelphia.	1,2,3,4.	89	Loan of 1868-88.....	1,000,000	6	March & Sept.	"	1888	....
Cooperstown and Susq. Valley:							Loan of 1869-89.....	500,000	6	May & Nov.	"	1889	....
1st Mortgage.....	100,000	7	March & Sept.	New York.	1889	....	Loan of 1872-82.....	1,558,000	7	March & Sept.	"	1882	....
Cowanesque Valley:							Loan of 1873-83.....	878,900	6	"	"	1893	....
1st Mortgage, gold.....	95,000	7*	Jan. & July.	New York.	1902	....	New Bonds.....	1,000,000	7	"	"	1892	....
2d Mortgage.....	160,000	7	May & Nov.	"	1882	....	Stelling Sink. Rd. Bonds.....	3,000,000	6*	March & Sept.	London.	1893	....
Cumberl'd & Penn. (Consol. Coal):							Eastern Shore (Md.):						
1st Mortgage.....	803,500	6	March & Sept.	New York.	1891	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1880	....
2d Mortgage, sinking fund.....	648,000	6	May & Nov.	"	1888	....	2d Mortgage.....	200,000	6	April & Oct.	"	1886	....
Cumberland Valley:							Elizabethtown and Paducah:						
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	....	1st Mortgage, convertible.....	3,000,000	8	March & Sept.	New York.	1890	....
2d Mortgage.....	109,500	8	"	"	1908	....	Elmira and Williamsport (N. Cen.):						
Plain bonds.....	81,800	6	"	"	1884	....	1st Mortgage guaranteed.....	1,000,000	7	Jan. & July.	Philadelphia.	1880	98
Danbury and Norwalk:							Income Mortgage guaranteed.....	570,000	5	April & Oct.	"	2862	....
Mortgage Bonds of 1870.....	100,000	7	Jan. & July.	New York.	1880	....	Erie Railway:						
Mortgage Bonds of 170-72.....	400,000	7	"	"	90-92	....	1st Mortgage.....	2,485,000	7	May & Nov.	New York.	1897	....
Danv., Hazleton & Wilkesbarre:							2d Mortgage convertible.....	2,174,000	7	March & Sept.	"	1879	....
1st Mortgage.....	1,400,000	7	April & Oct.	Philadelphia.	1887	....	3d Mortgage.....	4,582,000	7	"	"	1883	....
2d Mortgage.....	308,000	7	"	"	1885	....	4th Mortgage convertible.....	2,937,000	7	April & Oct.	"	1880	....
Danv., Urb., Bloom'gton & Pekin:							5th Mortgage convertible.....	709,500	7	June and Dec.	"	1888	95
1st Mortgage.....	2,000,000	7*	April & Oct.	New York.	1909	....	Buffalo Branch, 1st mortgage.....	182,000	7	Jan. & July.	"	1891	....
Davenport and St. Paul:							Sterling loan (\$1,000,000) conv.	4,580,000	6*	March & Sept.	London.	1875	....
1st Mort. gold skg fd \$20,000 p.m.	3,000,000	7*	April & Oct.	New York.	1911	....	1st Consol. Mort. for \$30,000,000.	12,076,000	7*	"	N.Y. & London.	1920	....
Dayton and Michigan (O.H. & D.):							2d Consol. Mort. for \$40,000,000.	15,000,000	7	June and Dec.	London.	1894	....
1st Mortgage sinking fund guar.	1,885,000	7	Jan. & July.	New York.	1884	....	Long Dock Co. s. Mortgage.....	3,000,000	7	"	New York.	1893	100
2d Mortgage, guar.....	441,000	7	March & Sept.	"	1887	....	Convertible bonds.....	8,000,000	7	Jan. & July.	London.	1903	....
3d Mortgage, guar.....	356,000	7	April & Oct.	"	1888	....	Erie and Pittsburgh (Penn.):						
Toledo Depot bonds guar.....	103,500	7	March & Sept.	"	81-94	....	1st Mortgage.....	292,200	7	Jan. & July.	New York.	1882	....
Dayton and Union:							2d Mortgage.....	92,800	7	April & Oct.	"	1890	....
1st Mortgage, registered.....	140,000	7	March & Sept.	New York.	1879	....	Consolidated Mortgage.....	2,192,000	7	Jan. & July.	"	1898	....
2d Mortgage.....	135,000	7	June & Dec.	"	1879	....	Equipment Mortgage.....	750,000	7	April & Oct.	"	1890	....
Income Bonds.....	252,445	6	"	"	1879	....	European & N. American (Me.):						
Dayton and Western (L. M. R.R.):							Bangor City Bonds (1st m. 55 m.)	1,000,000	6*	Jan. & July.	N.Y. & Lond.	1894	....
1st Mortgage (assumed).....	189,000	7	Jan. & July.	New York.	1895	....	1st L.M. (& 1st on 59, & 2d on 55m)	2,000,000	6*	March & Sept.	"	1899	....
1st Mortgage (").....	463,000	6	"	"	1895	....	New Mortgage for \$6,000,000.....	.....	....	.....	.....	....	....
Decatur, Sullivan and Mattoon:							Evansville and Crawfordsville:						
1st Mortgage.....	500,000	8	March & Sept.	New York.	1901	....	1st Mortgage (51 miles) skg. fund	302,000	7	Jan. & July.	New York.	1887	....
Delaware (P. W. and Balt.):							1st Mortgage (100 m.) ".....	636,000	7	May & Nov.	"	1897	....
1st Mortgage.....	500,000	6	Jan. & July.	Philadelphia.	1875	....	1st Mort. (Rockville Extension).....	147,000	7	Feb. & Aug.	"	1880	....
1st Mortgage, guar.....	100,000	6	"	"	1875	....	Evansville, Terre Haute & Chi.:						
1st Mortgage extension.....	100,000	6	"	"	1880	....	1st Mortgage, gold.....	775,000	7*	May & Nov.	New York.	1900	....
Delaware State Loan.....	170,000	6	"	"	1876	....	Fall River, Warren & Prov. (B&P):						
Delaware, Lackawann & Western:							1st Mortgage.....	200,000	7	Jan. & July.	Providence.	1882	....
1st Mort. (Eastern Ext.).....	1,111,000	7	Apr. and Oct.	New York.	1875	....	Fit sburg:						
2d Mortgage.....	1,633,000	7	March & Sept.	"	1881	....	Bonds of 1874 for \$500,000.....	.....	7	.....	Boston.	1894	....
Convertible Bonds.....	5,000,000	7	June & Dec.	"	1892	106 1/2	Flint and Pere Marquette:						
2d Mort. (Lack. & Bloomsburg)	500,000	7	Apr. and Oct.	"	1880	....	1st Mort. Land Gr. (3d series).....	2,210,000	8	March & Sept.	New York.	1888	....
1st M. Ext. (").....	400,000	7	March & Sept.	"	1885	....	Flint & Holly S. F. (\$25,000 p.y.)	425,000	10	May & Nov.	"	1888	....
2d M. Ext. (").....	200,000	7	May & Nov.	"	1890	....	1st Mort. (Bay C. & E. Sag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Denver & Boulder Val. (Den. Pac.):							Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York.	1887	....
1st Mortgage.....	550,000	7*	May & Nov.	Kansas City.	1900	....	1st Mort. skg. fd. (H. W. & Mon.)	1,000,000	8	Jan. & July.	"	1901	....
Denver Pacific:							Consolidated Sinking Fund.....	1,771,000	8	May & Nov.	"</		

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Indianapolis, Cin. and Lafayette:							Lake Shore & Michigan So.:						
1st Mortgage (Ind. & Cin.) of 1858	\$1,589,500	7	April & Oct.	New York.	1888	....	Sinking Fund Oct. 1, 1869.....	\$1,000,000	7	April & Oct.	New York.	1879	....
1st Mortgage (I. C. & L. F.) of 1867	2,770,000	7	Feb. & Aug.	"	1897	....	Consol. registered July 1, 1870.....	4,250,000	7	J. A. J. & O.	"	1890	100
1st Mortgage (") of 1869	1,566,000	7	June & Dec.	"	1899	....	Consol. coupon July 1, 1870.....	1,209,000	7	Jan. & July.	"	1890	100
Indianapolis and St. Louis:							Bonds of Oct. 1, 1872.....	5,205,000	7	April & Oct.	"	1882	....
1st Mortgage.....		7	Jan. & July.	New York.	1916	....	Dividend (Lake Shore) Ap. 1, '69	1,498,000	7	"	"	1899	98
2d Mortgage.....	2,000,000	7	March & Sept.	"	1916	....	Sunbury July 1, 1854.....	500,000	7	Jan. & July.	"	1874	....
3d Mortgage.....	1,000,000	7	April & Oct.	"	1916	....	Reg. Jan. 1, 1855 C.P. & A. R.R.	1,000,000	7	"	"	1880	100
Equipment Mortgage.....	500,000	8	Jan. & July.	"	1900	....	3d Mort. Oct. 1, '67	1,000,000	7	April & Oct.	"	1892	96
Iowa Eastern:							Skg Fund July 1, 1855 C. & Tol.	1,595,000	7	Jan. & July.	"	1885	103
1st Mortgage gold.....	14,000pm	7*	Feb. & Aug.	New York.	1902	....	Mort. April 1, 1866	860,000	7	April & Oct.	"	1886	97
Iowa Falls & Sioux City (Ill. Cen.):							1st Mort. May 1, 1855 M. S. & N. L.	5,256,080	7	May & Nov.	"	1885	105
1st Mortgage guaranteed.....	2,960,000	7	April & Oct.	New York.	1917	81 1/2	2d Mort. Oct 31, 1857	2,692,000	7	"	"	1877	101 1/2
Iowa Midland (C. & N. W.):							Mort. Nov. 1, 1858 Buff. & Erie.	.....	7	May & Nov.	"	1873	....
1st Mort., \$16,000 guar.....	.....	8	Feb. & Aug.	New York.	1900	85	Mort. July 1, 1862	200,000	7	Jan. & July.	"	1882	98
Ironton (Penn.):							Mort. Sept. 1, 1866	300,000	7	March & Sept.	"	1886	....
1st Mortgage.....	100,000	7	May & Nov.	Philadelphia.	1875	....	Mort. April 1, 1868	3,000,000	7	April & Oct.	"	1898	96
Ithaca and Athens:							1st Mort. Aug. 1, 1858 (D. M. & Tol.)	924,000	7	Feb. & Aug.	"	1876	98
1st Mortgage gold, skg fund.....	600,000	7*	Jan. & July.	New York.	1890	87	1st Mort. Sept. 1, 1869 (K. & W. P.)	400,000	7	Jan. & July.	"	1870	85
Jackson, Lansing & Saginaw (M.C.):							1st Mort. Oct. 1, 1867 (Sch. & Th. R.)	100,000	8	"	"	1887	....
1st Mortgage.....	1,495,000	8	Jan. & July.	New York.	1896	93 1/2	1st Mort. Oct. 1, 1867 (Kal. & Sch.)	100,000	8	"	"	1887	....
2d Mortgage.....	500,000	8	March & Sept.	"	1888	....	1st M. July 1, '68 (Kal. Al. & Gr. R.)	840,000	8	"	"	1868	96 1/2
1st Mortgage, Northern Ext.....	940,000	8	May & Nov.	"	1890	94 1/2	1st Mort. July 1, 1863 (J. & Frank.)	488,000	7	"	"	1888	94
Jacksonville, Pensac. and Mobile:							2d Mort. Jun. 1, 1869	500,000	7	June & Dec.	"	1894	....
1st Mort. Florida State Loan & d	4,000,000	8	Jan. & July.	New York.	1900	....	Lawrence (P. F. W. & Chl.):						
Jameson & Frank (L.S. & M. So.):							1st Mortgage guaranteed.....	600,000	7	April & Oct.	Philad lphia	1895	....
1st Mortgage guaranteed.....	496,000	7	Jan. & July.	New York.	1897	....	Leavenworth, Lawr. & N. West'n:						
2d Mortgage guaranteed.....	500,000	7	June & Dec.	"	1894	....	1st Mort. guar. by Fac. of Mo.....	355,000	7	Feb. & Aug.	New York.	1899	....
Jefferson (Erie):							Leaven, Lawrence & Galveston:						
1st Mort. (Hawley Section).....	206,000	7	Jan. & July.	New York.	1887	....	1st Mort. skg fund conv., gold.....	5,000,000	10	Jan. & July.	N. Y. & Bost.	1899	56
2d Mort. (").....	94,000	7	"	"	1889	....	Lehigh and Lackawanna:						
1st Mort. (Carbondale Section).....	2,000,000	7	"	"	1889	....	1st Mortgage tax free.....	300,000	7	Feb. & Aug.	Philadelphia.	1897	....
Jeffersonville, Madison & Indian:							Lehigh Valley:						
1st Mortgage consol.....	2,089,000	7	April & Oct.	New York.	1906	....	1st Mortgage (old loan).....	.....	6	May & Nov.	Philadelphia.	1873	....
2d Mortgage consol.....	2,000,000	7	Jan. & July.	"	1910	....	1st Mortgage (new loan) tax free	3,546,000	6	June & Dec.	"	1898	102 1/2
1st Mortgage (Ind. & Mad.) guar.....	397,000	7	May & Nov.	"	1882	....	2d Mortgage for \$6,000,000	4,712,000	7	March & Sept.	"	1910	104 1/2
2d Mortgage (Jeffersonville & I. R.)	345,000	7	April & Oct.	"	1873	....	Lexington & St. Louis (P. of Mo.):						
Joliet and Chicago (C. & Alton):							1st Mortgage gold.....	1,000,000	6	June & Dec.	New York.	1899	....
1st Mortgage skg fund guar.....	500,000	8	Jan. & July.	New York.	1882	108 1/2	Little Miami:						
Joliet & Northern Ind. (Mich. C.):							1st Mortgage.....	1,474,000	6	May & Nov.	New York.	1883	....
1st Mortgage guaranteed.....	800,000	8	Jan. & July.	New York.	1874	....	Street Connection Bonds.....	500,000	6	Jan. & July.	"	1894	....
Junction (Cin. & Indianapolis):							Little Rock and Fort Smith:						
1st Mortgage.....	1,200,000	7	Jan. & July.	New York.	1885	....	1st Mortgage gold.....	3,000,000	6*	Jan. & July.	N. Y. & Bost.	1900	....
2d Mortgage.....	794,000	7	March & Sept.	"	1893	....	Land Grant sinking fund.....	5,000,000	7	April & Oct.	"	1900	....
1st Mortgage (Newcastle Br.).....	250,000	7	June & Dec.	"	1884	....	Little Schuylkill (Phila. & Rdg.):						
Junction, Philadelphia:							1st Mortgage guaranteed.....	771,500	7	April & Oct.	Philadelphia.	1877	102 1/2
1st Mortgage guaranteed.....	500,000	6	Jan. & July.	Philadelphia.	1882	....	Logansport, Crawf. & S'wain Ind.:						
2d Mortgage not guaranteed.....	300,000	6	April & Oct.	"	1900	88	1st Mortgage gold.....	1,500,000	8*	F. M. & A. N.	New York.	1900	99
Junction and Breakwater:							Long Br. and Sea Shore (N. J. So.):						
1st Mort. guar. by Delaware.....	400,000		Jan. & July.	New York.	1890	....	1st Mortgage guaranteed.....	200,000	6	Jan. & July.	New York.	1889	....
Kalamazoo, Allegan & Gr. Rapids:							Long Dock (Erie):						
1st Mort. assumed by L.S. & M. So.:	840,000	8	Jan. & July.	New York.	1888	96	1st Mortgage guaranteed.....	3,500,000	7	June & Dec.	New York.	1892	100
Kalamazoo and Schoolcraft:							Long Island:						
1st Mort. assumed by L.S. & M. S.:	100,000	8	Jan. & July.	New York.	1887	....	1st Mortgage main line.....	500,000	6	Jan. & July.	New York.	1875	96
Kalamazoo, & S. Haven (M. Cen.):							1st Mortgage (Extension).....	175,800	7	Feb. & Aug.	"	1890	....
1st Mortgage guar. by lessees.....	640,000	8	May & Nov.	Boston.	1889	100 1/2	1st Mortgage (Glen Cove Br.).....	150,000	6	May & Nov.	"	1893	....
Kalamazoo & White Pigeon:							General Mortgage.....	775,000	7	"	"	1899	....
1st Mort. assumed by L.S. & M. S.	400,000	7	Jan. & July.	New York.	1890	85	Louisiana & Mo. Riv. (Ch. & Al):						
Kan. City, St. Jo. & Coun. Bluffs:							1st Mortgage.....	4,300,000	7	Feb. & Aug.	New York.	1900	....
1st Mort. (C. B. & St. Jo. 52 m.)	500,000	7	Jan. & July.	N. Y. & Bost.	1888	....	Louisville, Cin. and Lexington:						
2d Mort. (").....	150,000	10	"	"	1878	....	1st Mortgage for Cincinnati Br.	3,000,000	7	Jan. & July.	New York.	1897	....
1st Mort. (St. Jo. & C.R. 78 m.) cv. t. fr.	1,400,000	10	March & Sept.	"	1892	....	2d Mortgage for \$1,000,000	345,000	8	April & Oc.	"	1900	....
2d Mort. (").....	539,500	8	June & Dec.	"	1874	....	Louisville and Nashville:						
1st Mort. (Mo. Valley 130 m.)	1,500,000	7	Feb. & Aug.	New York.	1893	....	1st Mortgage (main line 185 m.)	554,000	7	Jan. & July.	New York.	'73-'76	91
1st Mort. (") gold	1,000,000	7*	"	"	1893	....	1st Mortgage (Memph. Br. 46.37 m.)	139,000	7	May & Nov.	"	'72-'75	....
Consolidated Mort. (260 m.) conv.	687,000	8	March & Sept.	"	1892	....	1st Mort. (Leb. Br. Ext. 73.2 m.)	88,000	7	"	"	'80-'85	....
Kansas City & Santa Fe (L.L. & D.):							Consol. M. for \$5,000,000 (392 m.)	6,647,000	7	April & Oct.	"	1898	94
1st Mortgage guar. by Lessees.....	2,000,000	10	May & Nov.	Boston.	1900	....	Louisv. N. Al. & St. Lo. Air-Line:						
Kansas Pacific:							1st Mortgage gold, \$25,000 p. m.....	2,875,000	7*	"	New York.	1901	....
1st Mort. (1st Div. 140 m.) gold.....	2,240,000	6*	Feb. & Aug.	N. Y. & St. Lo.	1896	60	Macon and Augusta:						
1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	"	1896	80	1st Mortgage end. by State of Ga.	670,000	7	Jan. & July.	New York.	'88-'91	....
1st M. (3d Div. 244.66 m. & 3,000,000 m.)	6,432,000	7*	May & Nov.	N. Y. & L. & F.	1899	....	1st Mortgage not guaranteed.....	100,000	7	"	"	1890	....
1st Mortgage (1,000,000 acres).....	246,000	7	March & Sept.	N. Y. & St. Lo.	'71-'76	....	Macon and Brunswick:						
1st Mortgage (2,000,000 acres) gold	1,751,750	7*	Jan. & July.	N. Y. & L. & F.	1886	....	1st Mort. endorsed by Ga.....	1,900,000	7	Jan. & July.	New York.	1877	....
2d Mortgage on do. gold.....	1,500,000	7*	March & Sept.	"	1896	....	1st Mort. " " " " " " " "	600,000	7	May & Nov.	"	1900	....
1st Mort. (Leavenworth Branch)	600,000	7	May & Nov.	N. Y. & St. Lo.	1896	....	2d Mortgage.....	1,100,000	7	April & Oct.	"	1883	....
2d Mortgage (Gov't Subsidy).....	6,303,000	8	Jan. & July.	U. S. Treas.	'95-'97	....	Equipment Mortgage.....	150,000	7	"	"	1879	....
3d Mortgage (Income).....	4,275,350	7	March & Sept.	"	1916	....	Macon and Western:						
Keat County (Del.):							1st Mortgage of Oct. 1870.....	150,000	7	April & Oct.	"	1880	....
1st Mortgage for \$600,000.....	400,000	6	Jan. & July.	Philadelphia.	1880	85	Maine Central:						
Kentucky Central:							Consolidated Mort. for \$7,500,000	3,000,000	7*	April & Oct.	Boston.	1912	100
2d Mortgage (Cov. & Lex.) 1853.	844,000	7	March & Sept.	New York.	1883	....	\$1,100,000 Loan, tax free.....	746,380	7*	Jan. & July.	"	1898	94
3d Mortgage (Kent. Cen.) 1865.	237,000	7	June & Dec.	"	1885	....	Bangor (P. & P						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.						When.	Where.			
Maryland and Delaware:							Nashville and Chattanooga:							
1st Mortgage.....	\$850,000	6	May & Nov.	Boston	1885	20	1st Mortgage, endorsed by Tenn.	\$1,546,000	6	Jan. & July.	New York.	1890	....
2d Mortgage.....	150,000	6	June & Dec.	"	1889	....	Nashville and Decatur (L. & N. S.)						
Massillon & Cleve. (C. M. V. & D.)							1st Mortgage sinking fund, guar.	2,100,000	7	Jan. & July.	New York.	1900	89	
1st Mortgage guaranteed, gold..	100,000	7*	Jan. & July.	New York.	1890	....	2d Mortgage gold.....	500,000	6*	April & Oct.	Nashville.	1887	....
Mayesville and Lexington:							Naugatuck:							
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	112,500	7	Jan. & July.	Bridgeport.	1876	....
Memphis and Charleston:							Newark & New York (Cen. N. J.):							
1st Mortgage, Convertible.....	1,293,000	7	March & Sept.	New York.	1880	80	1st Mortgage guar.....	600,000	7	Jan. & July.	New York.	1891	....
2d Mortgage.....	1,000,000	7	Jan. & July.	"	1883	....	Newark, Somerset & Strataville:						
Memphis and Little Rock:							1st Mortgage gold.....	800,000	7*	May & Nov.	New York.	1889	....
1st Mortgage.....	1,300,000	8	May & Nov.	New York.	1890	....	New Brunswick and Canada:						
Michigan Air Line:							1st Mortgage, Sterling £200,000..	972,000	6*	May & Nov.	London.	1887	....
1st Mortgage (R. D. V.) \$15,000 p.m.		8	Jan. & July.	Boston.	1890	101½	Newburg & New York (Erie):							
Michigan Central:							1st Mortgage for \$500,000.....		7	Jan. & July.	New York.	1889	....
1st Mortgage, convertible.....	556,000	8	April & Oct.	New York.	1882	....	New H. Middle'n & Willman:						
1st Mortgage sinking fund conv.	2,179,000	8	"	"	1882	114	1st Mortgage (coup. & reg.)	3,000,000	7	May & Nov.	New York.	1889	....
Consol. Mortgage for \$10,000,000	8,000,000	7	Jan. & July.	"	1902	106½	New Haven & Northampton:							
1st Mort. (M. Air L. W. D. pass'd)	1,900,000	8	May & Nov.	"	1890	101	1st Mortgage.....	1,000,000	7	Jan. & July.	N. Y. & N. H.	1899	....
1st Mort. (Gr. Riv. Valley) guar.	1,000,000	8	"	"	1886	95½	Convertible.....	400,000	6	April & Oct.	"	1880	....
2d Mort. (") guar.	500,000	8	March & Sept.	"	1879	95½	Holyoke and Westfield bonds..	2,000,000	7	"	"	1891	....
1st Mort. (Cal. & So. Hav.) f. guar	640,000	8	May & Nov.	"	1889	100	New Jersey Sea United Compan's							
2d Mort. (") guar..	70,000	8	"	"	1889	....	New Jersey Midland (N. Y. & O. M.)						
Michigan Lake Shore:							1st Mortgage gold, guar.....	3,000,000	7*	Feb. & Aug.	New York.	1895	....
1st Mortgage.....	800,000	8	Jan. & July.	New York.	1889	....	2d Mortgage currency.....	1,500,000	7	"	"	1881	....
Middletown, Unionv. & W. Gap (E.)							New Jersey Southern:							
1st Mortgage tax free.....	226,000	7	May & Nov.	New York.	1886	....	1st Mortgage.....	2,000,000	7	May & Nov.	New York.	1899	31
Midland of Canada:							1st Mortgage (Tom's Riv. Br.)..	120,000	7	March & Sept.	"	1889	....
1st Mortgage sterling £235,000..	1,143,667	6*	May & Nov.	London.	1896	....	Income Mortgage.....	750,000	7	April & Oct.	"	1881	....
Midland Pacific:							New Jersey West Line:							
1st Mortgage gold, tax free.....	1,100,000	7*	Feb. & Aug.	New York.	1899	....	1st Mort. gold, for \$3,000,000...		7*	May & Nov.	New York.	1900	....
Milwaukee and St. Paul:							New London Northern (Vt. Cen.)							
1st Mortgage.....	5,527,000	7	Jan. & July.	New York.	1893	92	1st Mortgage.....	300,000	6	March & Sept.	New York.	1885	....
2d Mortgage.....	1,191,000	7	April & Oct.	"	1884	80	1st Mortgage.....	200,000	7	Jan. & July.	"	1888	....
1st Mortgage (E. Div. Palmer)..	781,500	8	May & Nov.	"	1874	....	N. Orleans, Jackson & Gt. North:						
1st Mort. (Iowa and Minn.).....	3,810,000	7	Jan. & July.	"	1897	77	1st Mortgage 1856.....	3,000,000	8	Jan. & July.	New York.	1886	....
1st Mortgage (Minn. Cent.).....	190,000	7	"	"	1870	96	2d Mortgage 1890, for \$3,000,000.	2,000,000	8	April & Oct.	"	1890	....
1st Mortgage (Iowa & Dak.).....	1,008,000	7	"	"	1870	82	Income Mortgage, 1870 gold..	1,000,000	8*	May & Nov.	"	1890	....
1st Mortgage (P. du Chien).....	3,974,000	8	Feb. & Aug.	"	1898	107	N. Orleans Extension, 1870, gold	1,500,000	8*	Jan. & July.	"	1890	....
2d Mortgage (P. du Chien).....	1,315,000	7.5	"	"	1898	91	New Orleans, Mobile and Texas:							
Milwaukee City Loan.....	230,500	7	March & Sept.	"	1873	....	1st M. (N. O. T. 227 m) skg fd.	2,825,000	8	Jan. & July.	New York.	1915	....
1st Mort. (Milw. & Wtn.).....	234,000	7	Jan. & July.	"	1891	....	1st M. (") gold skg fd.	7	"	"	N. Y. or Lond.	1915	....
Real Estate Purchase.....	148,500	7	"	"	1891	2d Mortgage, endorsed by La..	2,825,000	8	"	"	New York.	1915
Milw. Manitowoc & Green Bay:							New York and Boston:							
1st Mortgage for \$2,500,000.....		7	"	"	1891	....	1st Mortgage gold, for \$3,000,000		7*	May & Nov.	N. Y. & N. O.	1889	....
Milwaukee and Northern:							New York Central & Hudson R.							
1st Mortgage for \$14,000 p.m....		8	June & Dec.	New York.	1890	....	Debt Certif. (N. Y. Central)...	5,938,626	6	May & Nov.	New York.	1883	97
Mineral Point:							Bonds for debts as'd (N. Y. Cen.)	1,614,000	7	Feb. & Aug.	"	1876	100½	
1st Mortgage, Dec. 21, 1868.....	320,000	10	Jan. & July.	New York.	1890	....	Bonds for B. & N. S. L. (")	76,000	6	May & Nov.	"	1883	59
Minneapolis & Duluth (L. S. & M.)							Bonds for R. R. stocks (")	592,000	6	"	"	1883	88	
1st Mortgage gold, guaranteed..	400,000	8*	Jan. & July.	New York.	1911	....	Bonds for real estate (")	162,000	6	"	"	1883	88
Minneapolis & St. L. (L. Sup. & M.)							Bonds of 1864 renew'd (")	2,900,000	6	June & Dec.	"	1887	96	
1st Mortgage gold, guaranteed..	700,000	7*	Jan. & July.	New York.	1911	....	1st Mort. (Hudson Riv.).....	200,000	7	Feb. & Aug.	"	1870	....
Minnesota and North Western:							2d Mort. (") S. F.	1,894,000	7	June & Dec.	"	1885	....
1st Mort. gold, skg fd & tax free	20,000 p.m.	7*	Jan. & July.	New York.	1895	....	3d Mort. (")	180,000	7	May & Nov.	"	1875	....
Mississippi Central:							Bonds of '71, tax free (N. Y. C. & H.)	1,950,000	7	April & Oct.	"	1891	....
1st Mortgage.....	1,354,000	7	May & Nov.	New York.	1899	71	Consol. Mort. for \$10,000,000..		7	"	"	1902	103½	
2d Mortgage.....	2,000,000	8	Feb. & Aug.	"	1875	....	New York and Harlem:						
General Mort. for \$8,000,000 gold		7*	May & Nov.	"	1912	....	1st Mortgage of 1853.....	3,000,000	7	May & Nov.	New York.	1873	....
Mississippi, Ousatcha & Red Riv:							Consolidated mortgage of 1863..	1,754,000	6	Feb. & Aug.	"	1893	99	
1st Mortgage gold.....	1,860,000	7*	"	"	1899	10½	Sinking Fund mortgage of 1861.	111,850	7	Jan. & July.	"	1881	....
1st Mort. Land Grant gold.....	1,000,000	7*	"	"	1910	....	Bonds of 1853, unsecured.....	106,000	7	"	"	1873	....
State (Ark.) subsidy \$10,000 p.m.	1,550,000	7	April & Oct.	"	1910	....	N. York, Housatonic & Northern:						
Mississippi and Tennessee:							1st Mortgage for \$500,000.....	161,000	7	Feb. & Aug.	New York.	1889	....
1st Mortgage of April 1, 1854....	600,000	7	April & Oct.	New York.	1876	....	New York and New Haven:						
Consolidated Mort. Sept. of 1866.	1,181,600	8	Jan. & July.	"	1910	....	1st Mortgage.....	1,050,500	7	April & Oct.	New York.	1876	100
Mississippi Valley and Western:							New York & Oswego Midland:							
1st Mortgage \$20,000 p. m.		8	April & Oct.	New York.	1902	....	1st Mortgage gold, tax free.....	8,000,000	7	Jan. & July.	New York.	1889	....
Missouri, Iowa and Nebraska:							2d Mortgage convertible.....	2,500,000	7	May & Nov.	"	1896	....
1st Mortgage gold, sinking fund.		7*	Jan. & Dec.	"	1910	....	2d Mortgage non-convertible..	1,500,000	7	"	"	1898	....
Missouri, Kansas and Texas:							New York, Providence & Boston:							
1st Mort. (U. Pac. S. B.) skg fund	4,250,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage.....	132,000	6	Feb. & Aug.	New York.	1873-78	....
1st Mort. (Tebbo & Neecho) S. F. g'd	2,000,000	7*	June & Dec.	"	1903	....	Improvement Bonds.....	110,000	7	Jan. & July.	"	1876	....
Consol. Land Grant, skg fd gold	7,833,000	7*	Feb. & Aug.	"	1904	....	Extension Bonds.....	250,000	6	May & Nov.	"	1878-81	....
Missouri River, Ft. Scott & Gulf:							General Mort. for \$1,000,000...	732,000	7	"	"	1899	....
1st Mortgage Land skg fd, tax fr	5,000,000	10	Jan. & July.	New York.	1899	....	N. York, West Shore & Chicago:						
2d Mortgage.....	2,000,000	10	April & Oct.	N. Y. & Bost.	74½	....	1st Mortgage gold, \$35,000 p. m.		7*	April & Oct.	New York.	1902	....
Mobile and Girard:							Niles and New Lisbon:							
1st Mortgage.....	377,500	7	Jan. & July.	New York.	1876	....	1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....
2d Mortgage.....	300,000	7	"	"	1889	....	Norfolk County (B. H. & Erie):						
Mobile and Montgomery:							1st Mortgage, guaranteed.....	414,350	6	March & Sept.	Boston.	1854	....
1st Mortgage endor. by Ala. gold	2,500,000	8*	May & Nov.	New York.	1900	....	Norfolk & Petersburg (A. M. & O.):						
Mobile and Ohio:							1st Mortgage.....	905,000	8	Jan. & July.	New York.	1877	....
1st Mortgage Sterling.....	6,000,000	6*	May & Nov.	Mob. & Lond.	1882	....	2d Mortgage.....	157,000	7	"	"	1877	....
Interest bonds.....	804,400	8	"	"	1877	....	2d Mortgage.....	458,000	8	"	Norfolk.	1893	....
Interest bonds.....	371,500	8	"	"	1883	....	North Eastern (B. Car.):						
Interest (sterling) bonds.....	755,040	6*	"	London.	1888	....	1st Mortgage of Sept. 1, 1869...	820,000	7	March & Sept.	Charleston.	1899	....
2d Mort. (Income Liquidation)...	943,121	8	March.	Mobile.	1877	2d Mortgage of Sept. 1, 1869...	322,000	7	"	"	1899	
Montclair (N. Y. & O. Mid.)														

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Northern Pacific:							Perkiomen (Phila. & Rdg):						
1st Mort. on R.R. & lands gold.	50,000pm	7.3	Jan. & July.	New York.	1900	28	1st Mortgage, guaranteed.	\$619,000	6	April & Oct.	Philadelphia.	1897	90
Norwich & Worcester (B.H. & E.):							Perth Amboy & Woodbr. (C.&A.):						
1st Mort. Mass. Loan.	\$400,000	6	Jan. & July.	Boston.	1877	....	1st Mortgage.	100,000	6	Feb. & Aug.	New York.	1874	....
Plain bonds.	200,000	....	"	"	1874	....	Petersburg:						
Machine shop &c., bonds.	150,000	7	"	"	1877	....	1st Mortgage (instalments).	341,500	8	Jan. & July.	New York.	70-88	....
Nyack and Northern:							Philadelphia and Baltimore Cent.:						
1st Mortgage.	100,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Penn. Div. 361 m.).	800,000	7	Jan. & July.	Philadelphia.	1879	....
Ogdensburg and Lake Champlain:							1st Mortgage (Md. Div. 91 m.).	300,000	6	April & Oct.	"	1891	....
Equipment Mortgage.	300,000	8	Jan. & July.	Boston.	1878	93	2d Mortgage (Pa. & Md. 46 m.).	400,000	7	Jan. & July.	"	1900	....
Equipment Mortgage.	200,000	8	"	"	1879	93	Philadelphia and Reading:						
Sinking Fund Bonds.	600,000	8	March & Sept.	"	1890	....	Loan of 1868.	1,138,900	6	Jan. & July.	Philadelphia.	1893	70
Ohio and Mississippi:							Loan of 1870, convertible.	28,000	7	"	"	1890	....
Consolidated 1st Mortgage.	6,984,000	7	Jan. & July.	New York.	1898	93	Mortgage Loan of 1857, conv.	86,500	6	"	"	1886	....
Consolidated 1st Mortgage, stg.	3,529,000	7	April & Oct.	New York.	1911	73	Mort. Loans of 1843-44-48 & 49.	1,521,000	6	"	"	1880	101
Consolidated 2d Mortgage.	433,000	7	Jan. & July.	"	1874	....	Mortgage Loan of 1868.	2,700,000	7	April & Oct.	"	1893	102
2d Mortgage, (W. Div.)	433,000	7	Jan. & July.	"	1874	....	Mortgage Loan of 1836 stg.	182,400	5	Jan. & July.	London.	1880	....
Income and Funded Debt Bonds	174,000	7	April & Oct.	"	1882	....	Mortgage Loan of 1843 stg.	976,800	6	"	"	1880	....
Sinking Fund Bond.	50,000	7	May & Nov.	"	1883	....	Mortgage Loan of 1836 stg.	177,600	7	"	"	74-77	....
Oil Creek and Allegheny River:							Dollar coupon.	7,696,000	7	June & Dec.	Philadelphia.	1911	105
1st Mortgage (O. C. R. R.).	1,500,000	7	Feb. & Aug.	Philadelphia.	1896	78	Consolidated Dollar registered	3,414,000	7	"	"	1911	106
1st Mortgage (War. & Fkin).	530,000	7	April & Oct.	"	1892	74	Mortgage Gold or stg. coup.	7,000,000	6	"	Phil. or Lond.	1911	....
Consolidated Mortgage.	1,100,000	7	May & Nov.	"	1888	50	June 1, 1871. Gold or stg. reg.	668,000	6	"	"	1911	102
Old Colony and Newport:							Dollar coupon.	382,000	6	"	Philadelphia.	1911	....
Plain Bonds.	1,000,000	6	March & Sept.	Boston.	1876	95	New debent. loan, conv.	6,690,985	7	Jan. & July.	Phila. or Lond.	1897	103
Plain Bonds.	485,000	6	April & Oct.	"	1875	95	New improvement Mort. loan.	6,631,615	6	April & Oct.	"	1897	....
Plain Bonds.	1,450,000	7	Feb. & Aug.	"	1877	101	Philadelphia, Wilmington & Balt.:						
Omaha and Northwestern:							Mortgage Loan, convertible.	345,600	6	Jan. & July.	Philadelphia.	1884	111
1st M. land grant, gold \$16,000pm	7.3	Jan. & July.	New York.	1901	....		Loan of 1866.	400,000	6	April & Oct.	"	1878	95
Omaha and Southwestern:							Loan of 1867.	1,000,000	6	"	"	1887	....
1st Mortgage \$20,000 p. m.	1,000,004	8	June & Dec.	Boston.	1898	87	Pickering Valley (Phila. & Rdg):						
Orange, Alexandria & Manassas:							1st Mortgage, guaranteed.	330,300	7	April & Oct.	Philadelphia.	1900	....
1st Mort. (Alex. to Gordonsville).	400,000	6	May & Nov.	New York.	1873	89	Pittsburg, Cin. & St. Louis (Pa.):						
2d Mort. (Charlotte to Lynchb.).	1,155,500	6	Jan. & July.	"	1875	88	Consol. Mortgage for \$10,000,000.	6,212,000	7	Feb. & Aug.	Philadelphia.	1900	67
3d Mort. " "	598,000	8	May & Nov.	Richmond.	1873	81	1st Mort. (Steub. & Ind.) conv.	3,000,000	6	monthly.	New York.	1884	72
4th Mort. " "	574,000	8	March & Sept.	Alexandria.	1880	69	1st Mort. (Ct. & Newk 33m) conv.	775,000	7	Jan. & July.	Philadelphia.	1890	....
Consolidated Mort.	1,645,500	7	Jan. & July.	New York.	1882	80	Pittsburg & Connellsville:						
Orange and Newark:							1st Mortgage of 1868, tax free.	4,000,000	7	Jan. & July.	Baltimore.	1898	82
1st Mortgage.	546,000	6	May & Nov.	Newark.	1881	....	2d Mort. (Balt. Loan) of 1866.	1,000,000	6	"	"	1886	65
Osa Valley & Southern Kansas:							1st Mort. (Turtle Cr. Div. 104 m)	400,000	6	Feb. & Aug.	Pittsburg.	1889	....
1st Mortgage (5-20 years).	200,000	10	Jan. & July.	New York.	1888	....	Pittsburg, Ft. Wayne & Chicago:						
Oshkosh & Miss. (M. & S. P.):							1st Mortgage (Series A).	875,000	7	Jan. & July.	New York.	1912	108
1st Mortgage.	240,000	8	Jan. & July.	New York.	1891	....	1st Mortgage (Series B).	875,000	7	Feb. & Aug.	"	1912	....
Oswego and Rome (B.W. & O.):							1st Mortgage (Series C).	875,000	7	March & Sept.	"	1912	....
1st Mortgage.	500,000	7	May & Nov.	New York.	1916	....	1st Mortgage (Series D).	875,000	7	April & Oct.	"	1912	....
Income Mortgage.	112,100	6	Feb. & Aug.	"	1891	....	1st Mortgage (Series E).	875,000	7	May & Nov.	"	1912	....
Oswego and Syracuse (D.L. & W.):							1st Mortgage (Series F).	875,000	7	June & Dec.	"	1912	....
1st Mortgage, guaranteed.	183,000	7	May & Nov.	New York.	1885	....	2d Mortgage (Series G).	860,000	7	Jan. & July.	"	1912	104
Ottawa, Oswego & Fox River:							2d Mortgage (Series H).	860,000	7	Feb. & Aug.	"	1912	....
1st Mortgage guar. by (C.B. & Q.).	1,200,000	8	Jan. & July.	Boston.	1900	98	2d Mortgage (Series I).	860,000	7	March & Sept.	"	1912	....
Owensboro and Russellville.							2d Mortgage (Series J).	860,000	7	April & Oct.	"	1912	....
1st Mortgage for \$1,500,000.	8	Feb. & Aug.	New York.	1887	....		2d Mortgage (Series K).	860,000	7	May & Nov.	"	1912	....
Pacific of Missouri (Atl. & Pac.):							2d Mortgage (Series L).	860,000	7	June & Dec.	"	1912	....
1st Mortgage gold.	7,000,000	6	Feb. & Aug.	New York.	1888	80	2d Mortgage (Series M).	860,000	7	April & Oct.	"	1912	95
2d Mortgage sinking fund.	3,000,000	7	Jan. & July.	"	1891	69	3d Mortgage.	2,000,000	7	April & Oct.	"	1912	....
Income Bonds.	1,500,000	7	"	"	1892	....	Bridge (O. & P. R. R.) bonds.	153,000	7	May & Nov.	"	1876	....
St. Louis County Bonds.	700,800	7	Monthly.	St. Louis.	1885	....	Construction bonds of Jan. 1, 70	100,000	7	Jan. & July.	"	1877	....
1st Mort. (Lex. & St. Louis) gold	1,000,000	6	Jan. & July.	New York.	1887	....	Plymouth, Kankakee & Pacific:						
1st Mortgage (Lea. Atch. & Nev.)	500,000	7	April & Oct.	"	1889	....	1st Mortgage for \$3,500,000.						
Paducah and Memphis:							Port Huron & Lake Michigan:						
1st Mortgage gold for \$2,805,000.	1,071,000	7	Feb. & Aug.	New York.	1892	....	1st Mortgage gold, for \$1,800,000						
Panama:							Portland & Ogdensburg (Me. & N.H.):						
1st Mortgage, stg. \$19,350	93,847	7	April & Oct.	London.	1875	....	1st Mort. (Maine Section) gold.	800,000	6	Jan. & July.	Boston.	1900	....
General Mortgage, stg. \$297,800.	3,969,330	7	"	"	1897	....	Consol. Mort. gold, for \$3,300,000						
Paris and Decatur:							Portland and Ogdensburg (Vt.):						
1st Mortgage sold.	1,200,000	7	Jan. & July.	New York.	1901	....	1st Mortgage gold, for \$2,300,000						
Paterson and Newark (Erie):							Portland and Oxford Central:						
1st Mortgage guaranteed.	500,000	7	Jan. & July.	New York.	1878	....	1st Mortgage of 1863.	250,000	6	Jan. & July.	Portland.	1883	....
Pekin, Linc. & Decatur (T.W. & W.):							Portland and Rochester:						
1st Mortgage, guaranteed.	1,076,000	7	Feb. & Aug.	New York.	1900	75	1st Mort. (Portland Loan) skg. fd	700,000	6	Jan. & July.	Portland.	1887	....
Pemberton & Hights (UC of N.J.):							1st Mortgage (equal lien)	350,000	7	April & Oct.	Boston.	1887	....
1st Mortgage guaranteed.	160,000	7	Jan. & July.	Philadelphia.	1889	....	2d Mort. Sept. 1, 1871 for \$450,000						
Pemberton & N. York (N.J.S.):							Port Royal (S. C.):						
1st Mortgage, guaranteed.	500,000	7	"	New York.	....		1st Mortgage gold, skg. fd.	1,500,000	7	May & Nov.	N. Y. & Lond.	1889	....
Peninsular Railway:							1st Mort. gold, guar. by Ga. Co.	1,000,000	7	"	"	1889	....
1st Mortgage gold (S.F.) 1st series	1,800,000	7	May & Nov.	N.Y. & Lond.	1899	....	Poughkeepsie and Eastern:						
1st Mortgage gold (S.F.) 2d series	979,000	7	"	"	1900	....	1st Mort. gold, conv. & tax free.	800,000	7	Jan. & July.	New York.	1910	....
Pennsylvania:							Providence and Worcester:						
1st Mortgage (Harr. to Pbg.)	4,970,000	7	Jan. & July.	Philadelphia.	1880	103	1st Mortgage.	300,000	6	Jan. & July.	Providence.	18	....
2d Mortgage (")	2,583,600	6	April & Oct.	"	1875	99	Quincy, Alton and St. Louis:						
2d Mortgage (") stg.	2,282,240	6	"	London.	1875	....	1st Mortgage gold.	850,000	7	May & Nov.	Philadelphia.	1882	....
General Mortgage (coup. & reg.)	19,558,760	6	J. A. J. & O.	Philadelphia.	1910	93	Quincy and Toledo (T.W. & W.):						
State lien for \$7,500,000, skg. fd	5,401,675	6	April & Oct.	Harrisburg.	74-90	....	1st Mortgage, guaranteed.	500,000	7	May & Nov.	New York.	1890	80
Pennsylvania Coal:							Quincy & Warsaw (C.B. & Q.):						
1st Mortgage.	542,500	7	Feb. & Aug.	New York.	1881	....	1st Mortgage, guaranteed.	800,000	8	Jan. & July.	Boston.	1890	99
Pennsylvania and Delaware:							Reading and Columbia (P. & R.):						
1st Mortgage.	360,000	7	Feb. & Aug.	Philadelphia.	1901	....	1st Mortgage, guaranteed.	850,000	7	March & Sept.	New York.	1882	....
Income Mortgage.	318,000	7											

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Rockford, R. Island & St. Louis:							Sioux City and Pacific:						
1st Mortgage tax free.....	\$9,000,000	7*	Feb. & Aug.	N. Y. & Lond.	1918	....	1st Mortgage gold.....	\$200,000	6*	Jan. & July.	Boston.	1898	....
Rome, Watertown & Ogdensburg:							Somerset (Me. Central):						
1st Mortgage (W. & R. S. S. Fund)	792,900	7	March & Sept.	New York.	1880	....	1st Mortgage gold.....	560,000	7*	June & Dec.	Boston.	1891	....
1st Mort. (Folsom & Watert.)	827,000	7	June & Dec.	" "	72-74	....	South Carolina:						
Consolidated Mort. S. S. Fund.....	824,500	7	" "	" "	1891	....	1st Mortgage Sterling.....	1,407,270	5*	Jan. & July.	London.	782-88	....
Rondout and Oswego:							1st Mortgage (L. currency).....	807,500	7	" "	New York.	782-88	....
1st Mortgage, gold \$20,000 p.m.	.....	7*	Jan. & July.	New York.	1890	....	Domestic (H) Bonds.....	192,500	7	April & Oct.	Charleston.	1872	....
Rutland (Verm. Cen. & Can.):							Domestic (G) Bonds.....	342,500	7	Jan. & July.	" "	788-74	....
Equipment Mortgage, tax free.....	500,000	7	May & Nov.	Boston.	1880	....	Domestic (I) Bonds.....	1,470,000	7	April & Oct.	" "	788-91	....
Equipment Mortgage.....	600,000	8	March & Sept.	" "	1880	75	Domestic Bonds.....	76,000	6	Jan. & July.	" "	780-92	....
Saint Croix and Penobscot:							Domestic (special) Bonds.....	71,200	7	various.	" "	72-74	....
1st Mort. (Cal. & Baring).....	95,200	6	Jan. & July.	Calais, Me.	1879	....	South Florida:						
2d Mort. (" ").....	17,500	6	" "	" "	1879	....	1st M. endor. by State \$16,000 pm	.....	8	.....	.....	.....	....
Calais Loan (Lewey's Island).....	130,000	6	June & Dec.	" "	1876	....	South Georgia & Florida (A. & G.):						
St. Joseph & Denver City:							1st Mort. assumed by Atl. & Gulf	464,000	7	May & Nov.	New York.	1888	....
1st Mort. (E. D.) gold tax free.....	1,512,000	8*	Feb. & Aug.	N. Y. or Lond.	1899	....	2d Mort. " " " "	200,000	7	" "	" "	1889	....
1st M. (W. D.) land grant, g'd tax fr	15,000 pm	8*	" "	" "	1900	....	South Mountain Iron (Cumb. Val.):						
St. Louis, Alton and Terre Haute:							1st Mortgage guaranteed.....	200,000	6	June & Dec.	Philadelphia.	1888	....
1st Mortgage (Series A) skg f'd.....	1,100,000	7	Jan. & July.	New York.	1894	108	2d Mortgage for \$200,000.....	179,000	7	March & Sept.	" "	1884	....
1st Mortgage (Series B) skg f'd.....	1,100,000	7	April & Oct.	" "	1894	....	South and North Alabama:						
Equipment Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	" "	1894	87	1st Mort. endor. by Ala., gold...	22,000 pm	8*	Jan. & July.	New York.	1890	64
2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	" "	1894	....	South Pacific (Atl. & Pac.):						
2d Mortgage Income (Series E)	1,700,000	7	" "	" "	1884	73	1st Mortgage gold, assumed....	7,189,000	6*	Jan. & July.	New York.	1883	....
Equipment Mortgage.....	300,000	10	March & Sept.	" "	1894	....	South Shore (Mass.):						
St. Louis, Coun. Bluffs & Omaha:							1st Mortgage, sinking fund.....	150,000	6	April & Oct.	Boston.	1880	93
1st Mortgage, gold \$16,000.....	.....	7*	Jan. & July.	New York.	1901	....	South Side (L. I.):						
St. Louis and Iron Mountain:							1st Mortgage, Mar. 1, 1867.....	2,250,000	7	Mar. & Sept.	New York.	1887	....
1st Mortgage.....	4,000,000	7	Feb. & Aug.	New York.	1892	87	South Side, Va. (A. M. & O.):						
St. Louis, Jacksonv. & Chicago:							1st preferred bonds.....	875,000	8	Jan. & July.	New York.	784-90	....
1st Mortgage Mar. 16, 1864.....	2,929,000	7	April & Oct.	New York.	1894	92	2d preferred bonds.....	617,000	6	" "	" "	784-90	65
2d Mortgage May 1, 1868.....	548,000	7	Jan. & July.	" "	1898	....	3d preferred bonds.....	448,500	6	" "	" "	784-90	....
St. Louis, Kansas City & North:							Southern Central:						
1st Mortgage (late North Mo.).....	6,000,000	7	Jan. & July.	New York.	1901	81	1st Mortgage, skg fund conv.....	1,500,000	7	Jan. & July.	New York.	1900	....
St. Louis, Lawr. & Denv. (Pacific):							Southern Iowa and Cedar Rapids:						
1st Mortgage gold, guaranteed.....	1,000,000	6*	Jan. & July.	New York.	1901	....	1st Mortgage gold.....	1,500,000	7*	May & Nov.	New York.	1900	....
St. Louis and South Eastern:							Southern Minnesota:						
1st Mort. gold skg fund conv.....	2,250,000	7	May & Nov.	New York.	1894	....	1st Mortgage land grant tax free	3,600,000	8	April & Oct.	New York.	778-88	....
1st M. (Evans, D.) gold skg f'd, con	1,000,000	7	" "	" "	1896	....	2d Mortgage, land grant.....	3,000,000	7	Jan. & July.	" "	1890	....
St. Louis and St. Joseph:							Southern (Cal.) Pacific:						
1st Mortgage gold.....	1,000,000	6*	May & Nov.	New York.	1893	....	1st Mortgage gold for \$28,000,000.	5,750,000	6*	.....	.....	....	....
St. Louis, Van. & T. H. (T.H. & L.):							Southern Pennsylvania:						
1st Mortgage, guaranteed.....	1,899,000	7	Jan. & July.	New York.	1897	....	1st Mortgage gold.....	625,000	7*	March & Sept.	Philadelphia.	1890	....
2d Mortgage, (A.) guaranteed.....	1,600,000	7	May & Nov.	" "	1898	....	2d Mortgage gold.....	88,000	7*	" "	" "	1880	....
2d Mortgage (B.) convertible.....	1,000,000	7	" "	" "	1898	....	South Western (Cen. of Ga.):						
Income Mortgage.....	799,000	7	March 1.	Pittsburg.	1891	....	1st Mortgage (Muscookee) conv..	391,000	7	various.	Macon.	772-88	....
St. Paul and Chicago (M. & St. P.):							1st Mortgage (Muscookee) conv..	300,000	7	" "	" "	772-70	....
1st M. land gr. gold skg f'd endor.	4,000,000	7*	J. A. J. & O.	New York.	1900	....	Spartanburg and Union:						
St. Paul and Pacific 1st Division:							1st Mortgage, end. by S. Car...	350,000	7	Jan. & July.	Charleston.	1879	....
1st Mort. (St. P. to St. Anth.) 10m.	120,000	8	March & Sept.	New York.	1892	....	1st Mortgage not endorsed.....	198,370	7	" "	" "	1879	....
1st Mort. (St. Paul to Wab.) 70 m.	700,000	7	Jan. & July.	" "	1892	....	Springfield & Illinois S. Eastern:						
2d M. (N. Line) 80 m. & 1st land gr.	1,200,000	7	June & Dec.	" "	1892	....	1st Mortgage gold, tax free.....	3,400,000	7*	Feb. & Aug.	New York.	1900	....
General Mort. (R. R. & Lands).....	2,020,000	7	Jan. & July.	" "	....	....	2d Mortgage gold, tax free.....	1,000,000	7*	" "	" "	1900	....
General Mort. (R. R. & L'ds) stg.	1,000,000	7*	" "	London.	....	....	Springfield and Northwestern:						
1st M. (W. Line) R. R. & Lands.....	3,000,000	7	" "	New York.	....	....	1st Mortgage gold, skg fund.....	20,000 pm	7*	Feb. & Aug.	New York.	1901	....
2d M. (W. Line) R. R. & Lands.....	3,000,000	7	" "	" "	....	....	Staten Island:						
St. Paul and Sioux City:							1st Mortgage.....	200,000	7	Jan. & July.	New York.	1886	....
1st Mortgage \$16,000 p. m.....	2,000,000	7	Jan. & July.	New York.	1896	....	Sterling Mountain:						
Land Stock on 400,000 acres.....	2,400,000	8	J. A. J. & J.	" "	1890	....	1st Mortgage.....	350,000	7	Jan. & July.	New York.	1874	....
St. Paul, Stillwater & Taylor's F.:							Sullivan (Verm. Central):						
1st Mortgage for \$450,000.....	.....	8	Jan. & July.	New York.	1901	....	1st Mortgage.....	500,000	6	Jan. & July.	Boston.	1875	....
Salem (W. Jer.):							2d Mortgage.....	250,000	6	Feb. & Aug.	" "	1880	....
1st Mortgage guar.....	100,000	6	Jan. & July.	Philadelphia.	1878	92	Sullivan and Erie:						
Salem and Lowell (B. & L.):							1st Mortgage, skg fund.....	1,000,000	7	May & Nov.	New York.	1886	....
1st Mortgage.....	228,900	6	Feb. & Aug.	Boston.	1878	90	Summit Branch:						
Sand., Mansfield & Newark (O. & O.):							1st Mortgage.....	174,000	6	Jan. & July.	Philadelphia.	1875	90
1st Mortgage guaranteed.....	2,625,000	7	Jan. & July.	New York.	1909	....	Sunbury and Lewiston:						
San Fran., Oakland & Alameda:							1st Mortgage gold.....	1,200,000	7*	April & Oct.	Philadelphia.	1890	50
1st Mortgage gold.....	1,500,000	8*	Jan. & July.	New York.	....	....	Superior and St. Croix:						
Saratoga & Whitehall (R. & S.):							1st Mortgage, \$16,000 p. m.....	.....	8	.....	.....	....	....
1st Mortgage, guaranteed.....	400,000	7	March & Sept.	New York.	1886	....	Superior and Northwestern:						
Savannah and Charleston:							1st Mortgage, \$16,000.....	.....	8	.....	.....	....	....
1st Mortgage (Sav. & Char.) bonds	500,000	7	Jan. & July.	New York.	1889	....	Susque. Brid. & Erie June (Erie):						
State guaranteed (C. & S.) bonds.	505,000	6	May & Nov.	Charleston.	1870	....	1st Mortgage.....	1,000,000	7	.....	New York.	....	....
Funded Interest bonds.....	167,400	7	" "	" "	1889	....	Sussex (N. J.):						
Savannah, Griffin & North Ala.:							1st Mortgage.....	200,000	7	April & Oct.	Sussex.	1873	....
1st Mortgage for \$500,000 guar..	182,000	7	Jan. & July.	Macon.	1891	....	Swedesboro (W. Jer.):						
Savannah and Memphis:							1st Mortgage, guaranteed.....	188,500	6	Jan. & July.	Camden.	....	....
1st Mortgage gold, endor.....	16,000 pm	8*	May & Nov.	New York.	1890	....	Syracuse, Bing. & N. Y. (D. L. & W.):						
Schenectady & Susq. (D. & H. Can.):							1st Mortgage.....	1,400,000	7	April & Oct.	New York.	1879	....
1st Mortgage gold, tax free.....	300,000	7*	Jan. & July.	New York.	1900	....	2d Mortgage.....	270,000	7	June & Dec.	" "	1887	....
Seaboard and Roanoke:							Syracuse and Chenango Valley:						
1st Mortgage.....	210,000	7	Jan. & July.	New York.	1800	100	1st Mort. gold, for \$500,000.....	.....	7*	Feb. & Aug.	New York.	1891	....
Selma and Gulf:							Tebo and Neosho (M. K. C. & T.):						
1st M. (guar. by Ala.) \$16,000 pm.	.....	8*	April & Oct.	New York.	1890	....	1st Mortgage gold, skg fund.....	1,163,000	7*	June & Dec.	New York.	1903	....
Selma, Marion and Memphis:							Terre Haute & Indianapolis:						
1st M. gold gr. by Ala. \$16,000 pm.	.....	8*	March & Sept.	New York.	1889	....	1st Mortgage.....	800,000	7	April & Oct.	New York.	1897	....
Selma, Rome and Dalton:							Tioga:						
1st Mortgage, tax free.....	5,000,000	7	April & Oct.	New York.	1887	....	1st Mortgage.....	243,000	7	May & Nov.	New York.	1872	....
2d Mortgage.....	4,000,000	7	Jan. & July.	" "	1890	....	Toledo, Peoria and Warsaw:						
Equipment Mortgage.....	230,000	10	" "	" "	1881	....	1st Mortgage (E. Div.) 110 m...	1,600,000	7	June & Dec.	New York.	1894	80
Shamokin Valley & Pottaw. (N. C.):							1st Mortgage (W. Div.) 117 m...	1,800,000	7	Feb. & Aug.	" "	1896	74
1st Mortgage, guaranteed.....	700,000	7	Feb. & Aug.	Philadelphia.	1872	92	2d Mortgage (W. Div.) 117 m...	1,300,000	7	April & Oct.	" "	1886	49
Shenoygan and Fond du Lac:							Equipment Mort. sinking fund.....	94,000	8	Jan. & July.	" "	1879	....
1st Mortgage.....	729,000	7	June & Dec.	New York.	1884	....	Consol. Mort. 227 m. \$6,500,000..	1,408,000	7	May & Nov.	" "	1910	50
1st Mortgage extension.....	694,000	8	April & Oct.	" "	1896	....	1st Mortgage (Burl. Br.) 19 m...	250,000	7	June & Dec.	" "	1910	....
Shenango and Allegheny:							Tom's River & Watert. (N. J. So.):						
1st Mortgage for \$1,000,000.....	638,000	7	April & Oct.	New York.	1889	....	1st Mortgage guaranteed.....	80,800	7	.....	New York.	1888	....
Shenaps Valley (Ct.):							Troy & Bennington (T. &):						
1st Mortgage.....	350,000	7	April & Oct.	New York.	1891	....	1st Mortgage skg fund, war....	100,600	7	Jan. & July.	Troy.	1878	....
Shore Line (N. Y. & N. H.):							Troy and Boston:						
1st Mortgage construction.....	200,000	7	March & Sept.	Boston.	1880	....	2d Mortgage.....	300,000	7	Jan. & July.	New York.	1887	....
Sioux City and St. Paul:							3d Mortgage.....	300,000	7	April & Oct.	" "	1885	....
1st Mortgage.....	700,000	8	May & Nov.	New York.	1901	Convertible Bonds.....	648,000	7	May & Nov.	" "	1875
Land Grant Mortgage gold.....	600,000	7*	Jan. & July.	" "							

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Toledo, Wabash and Western:							Western Maryland:						
1st Mort. (Tol. & Ill. 75 m.)...	\$900,000	7	Feb. & Aug.	New York.	1890	86½	1st Mortgage.....	\$400,000	6	Jan. & July.	Baltimore.	1890	80
1st M. (L. Erie, W. & St. L. 167 m.)...	2,500,000	7	" "	" "	1890	86½	1st Mort. endor. by Balt.....	200,000	6	" "	" "	1890	98½
1st M. (Gt. W. Rwy of '59, 181 m.)...	2,500,000	7	Feb. & Aug.	" "	1888	86½	2d Mort. ".....	300,000	6	" "	" "	1890	98½
1st Mort. (Quincy & Tol. 34 m.)...	500,000	7	May & Nov.	" "	1890	88	2d Mort. endor. by Wash. Co...	300,000	6	" "	" "	1890	91
1st Mort. (Ill. & So. Iowa 42 m.)...	300,000	7	Feb. & Aug.	" "	1882	90½	2d Mortgage preferred.....	600,000	6	" "	" "	1895	61
2d Mort. (Tol. & Wabash 75 m.)...	1,000,000	7	May & Nov.	" "	1878	90½	3d Mortgage endor. by Balt.....	875,000	6	" "	" "	1900	99
2d Mort. (T. Wab. & Wt. 167 m.)...	1,500,000	7	" "	" "	1871	74	Western Pacific (Cen. Pac.):						
2d M. (Gt. W. Rwy of '59, 181 m.)...	2,500,000	7	" "	" "	1893	71	1st Mortgage assumed, gold.....	2,735,000	6*	Jan. & July.	New York.	1899	85
Equipment (Tol. & Wab. 75 m.)...	600,000	7	" "	" "	1883	67	Western Pennsylvania (Penn.):						
Consol. Mortgage (500 m.).....	2,700,000	7	F. M. A. & N.	" "	1907	60	1st Mortgage (main line 57 m.)...	800,000	6	April & Oct.	Philadelph. id.	1893	80
1st M. (Dec. & East St. L. 109 m.)...	2,700,000	7	" "	" "	1900	72	1st Mortgage (Pittab. Br. 28 m.)...	1,000,000	6	Jan. & July.	" "	1896	....
Consol. 2d mort. (500 m.) gold.....	5,000,000	7*	Feb. & Aug.	" "	1893	....	Western Union (M. & St. P.):						
Troy, Salem & Rutland (R. & Sar.):							1st Mortgage for \$5,000,000.....	3,275,000	7	Jan. & July.	New York.	1896	....
1st Mortgage, guaranteed.....	500,000	7	May & Nov.	New York.	1890	....	West Jersey:						
Troy Union (and Depot):							Loan of Mar. 1, 1863, gr. by C. & A.	400,000	6	March & Sept.	Camden.	1883	83
1st Mortgage, guaranteed.....	500,000	6	Jan. & July.	New York.	1873	....	1st Mortgage, Jan. 1, 1866.....	1,000,000	6	Jan. & July.	" "	1896	97½
2d Mortgage, guaranteed.....	180,000	6	" "	" "	1878	....	Consolidated mort. Apr. 1, 1869.	1,000,000	7	April & Oct.	" "	1899	100½
Tuckerton:							West Wisconsin:						
1st Mortgage.....	400,000	7	April & Oct.	Philadelphia.	1901	....	1st Mort. land gr., gold skg fund	4,000,000	7*	Jan. & July.	N.Y. or Lond.	1896	84½
Union Pacific:							Whitehall & Plattsburg (M. & P.):						
1st Mortgage gold, tax free.....	27,237,000	6*	Jan. & July.	N. Y. & Bost.	'96-'99	88½	1st Mortgage.....	250,000	6	Jan. & July.	Philadelphia.	1888	....
2d Mortgage (Gov. subsidy).....	27,236,000	6	" "	" "	'96-'99	88½	Wicomico and Pocomoke:						
1st Mort. Land Grant.....	9,193,000	7	April & Oct.	" "	1889	84½	1st Mortgage.....	200,000	7	Jan. & July.	New York.	1873	....
Income Mortgage.....	7,563,000	10	March & Sept.	" "	1874	....	Williamston and Tarboro':						
Omaha Bridge B'ds, stg. \$250,000	2,500,000	8*	April & Oct.	London.	1896	....	1st Mortgage.....	350,000	8	May & Nov.	New York.	1900	....
Union Pacific (Central Div.):							Wilmington, Colum. & Augusta:						
1st Mortgage gold, tax free.....	1,600,000	6*	May & Nov.	New York.	1895	....	1st Mortgage.....	3,200,000	7	June & Dec.	Baltimore.	1900	65
2d Mortgage (Gov. subsidy).....	1,600,000	6	Jan. & July.	" "	'96-'7-8	....	Wilm., Charlotte & Rutherford:						
Union Pacific, S. Br. (M. & K. T.):							1st mortgage.....	1,500,000	8	Jan. & July.	New York.	1897	....
1st Mortgage gold, skg fund.....	3,595,000	6*	Jan. & July.	New York.	1899	....	1st Mortgage, endor. by N. Car.	1,000,000	8	" "	" "	1897	....
Union & Titusville (O. C. & A. Riv.):							Wilmington and Reading:						
1st Mortgage.....	500,000	7	Jan. & July.	New York.	1890	....	1st Mortgage.....	1,250,000	7	April & Oct.	Philadelphia.	1900	71½
United Companies of New Jer.:							2d Mortgage coupon or regis.....	723,600	7	Jan. & July.	" "	1902	25
Sinking Fund sterling £202,000.	1,268,080	6*	Jan. & July.	London.	1880	....	Wilmington and Weldon:						
Loan of 1875 (Joint Companies).....	675,000	6*	April & Oct.	Philadelphia.	1875	98½	Sterling Bonds.....	648,700	6*	Jan. & July.	London.	1881	....
Loan of 1875 (New Jersey Co.).....	300,000	6½	Feb. & Aug.	New York.	1875	....	Currency Bonds.....	221,400	7	May & Nov.	" "	1882	....
Loan of 1883.....	450,000	6	" "	" "	1878	....	Sinking Fund gold, Bonds.....	710,000	7*	Jan. & July.	New York.	1893	90
Loan of 1883 (Camden & Amb'y)	1,700,000	6	" "	Philadelphia.	1883	93	Wilmington and Western (Del.):						
Loan of 1889.....	866,000	6	June & Dec.	Princeton.	1889	91	1st Mortgage, Jan. 1, 1872.....	400,000	7.3	J. A. & J. O.	Wilmington.	1892	....
Consolidated (mort.) Loan of 1889	5,000,000	6	May & Nov.	Philadelphia.	1889	103½	Winona & St. Peter (C. & N. W.):						
Sterling Loan £509,200.....	1,846,000	5*	March & Sept.	London.	1894	....	1st Mortgage \$20,000 p. m.....	2,750,000	7	Jan. & July.	New York.	1890	80
Sterling Loan £360,000.....	1,800,000	6*	" "	" "	....	....	2d Mortgage \$12,000 p. m.....	1,565,000	7	May & Nov.	" "	1890	....
Loan of 1888.....	154,000	6	" "	" "	....	....	Land Grant Mort. gold, skg fund	4,375,000	7*	June & Dec.	" "	1916	....
Bond to State of New J. (N.J. Co)	100,000	7	Feb. & Aug.	New York.	1887	....	Wisconsin Central:						
Bond to State of N. Jer. (U. Co's)	500,000	7	" "	" "	....	....	1st M. L. G. gold S. F. \$25,000pm	.....	7*	Jan. & July.	Boston.	1901	75½
Loan of 1894.....	2,000,000	6	April & Oct.	Philadelphia.	1894	....	1st Mortgage.....	210,000	6	Jan. & July.	Baltimore.	1891	....
Utica and Black River:							Worcester (Md.):						
1st Mortgage.....	351,500	7	Jan. & July.	N. Y. & Utica.	1878	....	1st Mortgage.....	210,000	6	Jan. & July.	Baltimore.	1891	....
Utica, Chen. & Susq. Val. (D. & H. Co):							Worcester and Nashua:						
1st Mortgage.....	.....	7	" "	" "	....	....	Plain Bonds.....	125,000	7	Jan. & July.	Boston.	1890	....
Utica, Ithaca and Elmira:							Plain Bonds.....	75,000	6	" "	" "	1890	....
1st Mortgage gold, skg fund.....	25,000 m	7*	Jan. & July.	N. Y. & Lond.	1892	....	CANAL BONDS.						
Vermont Central:							Chesapeake and Delaware:						
1st Mortgage consolidated.....	3,000,000	7	June & Dec.	Boston.	1886	22	1st Mortgage sinking fund.....	1,997,872	6	Jan. & July.	Philadelphia.	1886	91
2d Mortgage consolidated.....	1,500,000	7	" "	" "	1891	2	Chesapeake and Ohio:						
1st Mort. (Stan., Sheff. & Ch. R.R.)	443,800	7	Jan. & July.	" "	1887	60	Maryland Loan sinking fund....	2,000,000	6	J. A. J. & O.	Baltimore.	1870	....
Guar. Stock (Vt. & C. & R.R.).....	795,500	8	June & Dec.	" "	....	60½	Sterling, Loan guaranteed.....	4,375,000	5*	" "	London.	1890	....
Equipment Mortgage.....	1,000,000	8	May & Nov.	" "	'76-'77	60	Preferred Bonds (next lien).....	1,699,500	6*	Jan. & July.	Baltimore.	1885	....
Equipment Mortgage.....	1,000,000	8	" "	" "	1889	60	Delaware Division (L. C. & N.):						
Vermont and Massachusetts:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1878	90
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	96½	Delaware and Hudson:						
Convertible bonds, tax free.....	200,000	7	" "	" "	1879	102	1st Mort. (1st series, Nov. 1, 1867.	1,500,000	7	May & Nov.	New York.	1877	....
Vermont Valley (Rutland):							gaged. (2d series, July 1, 1869.	3,500,000	7	Jan. & July.	" "	1884	104
1st Mortgage.....	586,000	7	April & Oct.	New York.	1860	....	gistered. (3d series, Jan. 1, 1871.	5,000,000	7	" "	" "	1891	106
1st Mortgage.....	114,000	6	" "	Boston.	1880	....	Delaware & Raritan See U'd Co's						
2d Mortgage.....	293,200	7	" "	New York.	1859	....	Lehigh Coal and Navigation:						
Vicksburg and Meridian:							Mortgage Loan reg.....	5,766,277	6	J. A. J. & O.	Philadelphia.	1884	97
General (1st series (red).....	722,500	7	Jan. & July.	Philadelphia.	1890	....	Mortgage Loan reg.....	2,040,000	6	F. M. A. & N.	" "	1897	98
2d series (blue).....	850,000	7	" "	" "	1890	....	Mortgage (equip.) Loan, gold.....	4,944,000	6*	June & Dec.	" "	1897	97½
3d series (black).....	154,000	7	" "	" "	1890	....	Convertible Loan, gold.....	922,000	6*	March & Sept.	" "	1894	97½
4th series (not end.).....	1,273,000	7	April & Oct.	" "	1890	....	Convertible Bonds.....	1,496,879	6	June & Dec.	" "	1877	88
Special Loan 1871.....	225,439	8	Jan. & July.	" "	1880	....	Monongahela Navigation:						
Vineyard:							1st Mortgage.....	103,000	6	Jan. & July.	New York.	1887	....
1st Mortgage tax free.....	750,000	7	April & Oct.	New York.	1890	....	Morris (and Banking):						
Virginia & Tennessee (A. M. & O.):							1st Mortgage.....	500,000	6	April & Oct.	Philadelphia.	1876	97½
1st Mortgage.....	494,000	6	Jan. & July.	N. Y. & Lynch.	1873	....	2d Mortgage.....	235,000	6	" "	" "	1876	96
Enlarged Mortgage.....	990,000	6	" "	" "	1884	....	Boat Loan, sinking fund.....	236,955	7	" "	" "	1885	95½
4th Mortgage.....	846,000	8	March & Sept.	" "	1900	75½	Preferred Stock Dividend Scrip.	103,164	7	Feb. & Aug.	" "	1887	....
Registered Certificates.....	123,208	8	Jan. & July.	" "	'71-'75	....	Pennsylvania:						
Funded Interest.....	204,200	8	" "	" "	1880	....	1st Mortgage skg fund guar.....	2,205,000	6	Jan. & July.	Philadelphia.	1887	67
Income Mortgage (fundable).....	112,500	8	" "	" "	1866	....	1st Mortgage (Wy. Val. Can.)...	600,000	6	" "	" "	1878	....
Wallkill Valley (Erie):							1st Mortgage (Eric Canal).....	743,654	7	" "	" "	1866	....
1st Mortgage gold, tax free.....	20,000pm	7*	April & Oct.	New York.	1910	....	Interest Bonds (Eric Canal) 1850	161,960	7	" "	" "	1873	....
Ware River (Vt. Cen.):							Schuylkill Navigation (Ph. & Rdg):						
1st Mortgage gold, for \$750,000..	462,000	6*	June & Dec.	New York.	1890</							

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

See also: (a) occurring in the column headed "Rolling Stock," signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained." Land Grant Railroads are printed in "Italics." State-aid Railroads are distinguished by a "+."

[illegible]

[illegible]

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c.

¹ *See caption.* (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

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PREFERRED & GUARANTEED STOCKS

(Marked thus (*) are guaranteed by Lessees; and thus (†) have equal dividends with Lessees' own stock.)

COMPANIES.	Amount of stock issued.	Div'ds			Market Price.
		Rate.	Paid.	Price.	
RAILROAD STOCKS:		P	P	P	P
Atlantic and Great Western, pref.	10,000,000	7	7	111	
Atlantic, Mississippi and Ohio, pref.	800,000	7	7		
Atlantic, Mississippi and Ohio, guar.	275,200	7	7		
Atlantic and Pacific, preferred	10,000,000	7	7	111	
Atlantic and St. Lawrence, * guar.	3,994,900	4	4		
Baltimore and Ohio, * preferred	3,552,800	6	5	105	
Berkshire, * guaranteed	600,000	7	7		
Blossburg and Corning, * guaranteed	250,000	6	5		
Boston, Concord and Montreal, pref.	800,000	6	5	84	
Buffalo, New York and Erie, * guar.	950,000	7	7		
Catawissa, * pref. and guar.	1,195,500	7	7	84	
Camden and Amboy, * guaranteed	5,547,400	10	10	125	
Camden and Atlantic, preferred	765,548	7	7	85	
Cayuga and Susquehanna, * guar.	889,110	9	9		
Cedar Rapids and Missouri River, preferred and * guaranteed	769,000	7	7		
Central of New Jersey, * guar.	20,000,000	10	10	104	
Central Ohio, * preferred	411,550	6	6	80	
Chemung, * guaranteed	380,000	6	6		
Cheshire, preferred	2,155,200	7	5	75	
Chicago and Alton, † preferred	2,425,400	10	10	102	
Chicago, Iowa & Nebraska, * guar.	3,916,300	8	8	89	
Chicago and North-Western, pref.	21,484,113	7	7	53	
Ohio, Sand. and Cleveland, pref.	429,000	6	6	25	
Cleveland and Mahoning, * guar.	2,059,200	7	7		
Cleveland and Pittsburgh, * guar.	11,235,150	7	7	87	
Cumberland Valley, 1st preferred	241,900	8	8		
" 2d preferred	245,000	8	8		
Dayton and Michigan, pref. & guar.	1,322,400	8	8		
Delaware, * guaranteed	1,315,500	6	6		
Detroit and Milwaukee pref. & guar.	2,517,140	6	6		
Dubuque and Sioux City, * guar.	5,000,000	3	3	60	
Dubuque South-Western, pref.	595,315	8	8		
Eastern (N. H.), * guaranteed	492,500	6	5	55	
Elmira, Jeff. and Canad. * guar.	500,000	7	7	76	
Elmira & Williamsport, pref. & guar.	500,000	8	8		
" com. & guar.	500,000	7	7	55	
Erie Railway, preferred	8,536,910	7	7		
Erie and Pittsburgh, * guar.	2,000,000	7	7		
Evansville and Crawfordsville, pref.	100,000	7	7		
Hannibal and St. Joseph, pref.	2,167,700	7	7	30	
Harrisburg and Lancaster, * guar.	1,182,550	7	7	97	
Housatonic, preferred	1,180,000	8	8	96	
Huntington & Broad Top Mt. pref.	190,750	7	7	26	
Jeff. Mad. & Indianapolis, * guar.	2,000,000	7	7		
Joliet and Chicago, * guar.	1,500,000	7	7	55	
Joliet and Northern Indiana, * guar.	1,300,000	8	8		
Little Miami, Col. and Xenia, * guar.	354,450	8	8		
Loulev, Cincinnati and Lex. pref.	81,100	9	9		
Marietta and Cincinnati, 1st pref.	4,101,650	6	6	17	
" 2d pref.	4,438,250	6	6		
Mich. Southern (Lake Shore) guar.	333,500	10	10		
Mill Creek, * guaranteed	323,375	10	10		
Milwaukee and St. Paul, preferred	12,274,483	7	7	51	
Mine Hill, * guaranteed	2,556,450	8	8		
Montclair, * guaranteed	2,000,000	7	7		
Morris and Essex, * guar.	15,000,000	7	7	97	
Nesquehoning Valley, * guar.	2,000,000	10	10	107	
Newark and New York, * guar.	1,000,000	7	7		
Newcastle and Beaver Valley, * guar.	605,000	10	10		
New Jersey, * guaranteed	7,295,200	10	10	124	
New London Northern, * guar.	971,400	10	10		
New York & Harlem, * guar.	1,500,000	8	8	127	
" com. & guar.	8,500,000	8	8	129	
Niagara Br. & Canandaigua, * guar.	1,000,000	8	8		
North Eastern (S. C.), preferred	105,000	8	8		
Northern New Jersey, * guar.	1,000,000	8	8		
Norwich and Worcester, * guar.	2,825,400	10	10	124	
Ogdensburg & Lake Champlain, * guar.	3,077,000	7	7	47	
" 2d pref.	2,000,000	8	8		
Ohio and Mississippi, preferred	4,030,000	8	8	55	
Oswego and Syracuse, * guar.	1,144,400	9	9		
Panama, guaranteed	7,000,000	12	12	112	
Paterson and Hudson, * guar.	830,000	7	7		
Pemberton and Hightstown, * guar.	342,000	6	6		
Peoria and Bureau Valley, * guar.	1,200,000	8	8		
Philadelphia and Erie, preferred	2,400,000	12	12	180	
Phila., German'n & Norristown, * guar.	2,231,900	10	10		
Philadelphia and Trenton, 1st pref.	1,551,687	10	10	110	
Philadelphia and Trenton, 2d pref.	1,259,100	10	10		
Pittsburgh, Ft. Wayne & Chic., * guar.	22,214,285	7	7	91	
Pittsfield and North Adams, * guar.	450,000	6	6	86	
Portland, Saco & Portsmouth, * guar.	1,500,000	10	10	113	
Rochester & Genesee Valley, * guar.	557,560	7	7		
Rutland, * preferred and guaranteed	4,300,000	7	7	25	
St. Louis, Alton & Terre Haute, * guar.	4,285,400	7	7		
St. Louis, Jacksonv. & Ch., pf. & guar.	1,054,100	7	7		
St. Louis, Kansas City & Nor., pref.	12,000,000	7	7	20	
Schenectady Valley, * guaranteed	576,000	8	8		
Shamokin V. & Pottsville, * guar.	389,450	6	6		
Toledo, Peoria & Warsaw, 1st pref.	1,700,000	7	7		
" 2d pref.	1,000,000	7	7		
Toledo, Wabash and Western, pref.	1,000,000	7	7	40	
Warren, * guaranteed	1,800,000	7	7	85	
CANAL STOCKS:					
Delaware Division, * guar.	1,633,350	8	8		
Delaware and Raritan, * guar.	5,847,500	10	10		
Morris, preferred and * guaranteed	1,175,000	10	10	123	
" com. and * guar.	1,095,000	4	4	49	
Schenectady Navigation, preferred	2,808,977	6	6	24	

WHOLESALE PRICE CURRENT.

IRON—DUTY: Bars, 1 to 1½ cents per lb.; Railroad, 70 cents per 100 lb.; Boiler and Plate, 1½ cents per lb.; Sheet, Band, Hoop and Scroll, 1½ to 1½ cents per lb.; Pig, \$7 per ton; Polished Sheet, 3 cents per lb.; Galvanized, 2½; Scrap Cast, \$6; Scrap Wrought, \$8 per ton—all less 10 per cent. No Bar Iron to pay a less duty than 35 per cent. ad val.	
Pig, Scotch—Coltness.....per ton	— @ —
Gartsherrie.....	— @ —
Summerlee.....	— @ —
Carnbroe.....	— @ —
Langloan.....	— @ —
Glengarnock.....	39 @ 40
Eglinton.....	38 @ —
Pig, American, No. 1.....	29 @ 30
Pig, American, No. 2.....	27 @ 29
Pig, American, Forge.....	24 @ 27
Bar, Refined, English and American.....	— @ —
Bar, Swedes, assorted sizes.....(gold) 115	@ 120
STORE PRICES.	
Bar, Swedes, ordinary sizes.....	140 @ 145
Bar, Swedes, Plov sizes.....	155 @ 160
Bar, Refined, 1 to 2 in. rd. & sq. 1 to 6	
Inch x 1 to 1 in.....	67 50 @ 70
Bar Refined, 1½ to 6 by 1 & 5-16 in.....	72 50 @ 75
Bar Refined, 1 & 1½ by 1 & 5-16 in.....	72 50 @ 75
Large Rounds, 2½ to 3½ @ 4 in.....	75 @ 90
Scroll.....	90 @ 130
Ovals and Half-round.....	90 @ 100
Band, 1 to 6 in. by 3-16 to No. 12.....	85 @ 87 50
Horse Shoe.....	100 @ 105
Rods, 1 to 16 inch.....	70 @ 127 50
Hoop, 1 to No. 22 to 1 & 1½ by 13 & 14.....	97 50 @ 155
Nail Rod.....	74 @ — 84
Sheet Russia, as to assortment.....(gold)	15 @ — 15
Sheet, Single, D. and T. Common.....	44 @ — 5
Sheet, Doubles and Trebles, Charcoal.....	5 @ — 6
Sheet Galvanized 1st and 2d quality.....List 20@35 p. ct. disc.	
Rails, English.....(gold).....per ton	50 @ — 60
Rails, American, at Works in Penna., c'y.	55 @ 60
STEEL—DUTY: Bars and Ingots, valued at 7 cents per lb. or under, 24 cents; over 7 cents and not above 11, 3 cents per lb.; over 11 cents, 3½ cents per lb. and 10 per cent. ad val., all less 10 per cent. (Store Prices.)	
English, Cast, (2d and 1st quality).....per lb.	17 @ — 20
English Spring (2d and 1st quality).....	8 @ — 9
English Blister (2d and 1st quality).....	12 @ — 17
English Machinery.....	124 @ —
English German (2d and 1st quality).....	124 @ —
American Blister.....	— @ — 9
American, Cast, Tool.....	— @ — 16
American, Cast Spring.....	— @ — 10
American Machinery.....	— @ — 11
American German Spring.....	— @ —
NAILS—DUTY: Cut, 14; Wrought, 2½. Wrought Horse Shoe, 5 cents per lb.; Copper, 45 per cent.; Yellow Metal and Zinc, 35 per cent. ad val.—all less 10 per cent.	
10d. to 60d. Com. Fence & Sheath per keg.	3 65 @ 3 75
8d. and 9d.....	4 @ —
6d. and 7d.....	4 25 @ —
4d. and 5d.....	4 50 @ —
3d. and 4d. Light.....	5 25 @ —
3d. Fine.....	6 @ —
2d.....	6 75 @ —
Cut Spikes, all sizes.....	4 @ —
TIN—DUTY: Pig, Bars and Block, FREE; Plate and Sheets and Terne Plates, 15 per cent. ad val.	
Blanca.....(gold) per lb.	— @ — 25
Strait.....(gold).....	— @ — 21½
English, L. & F.....(gold).....	— @ — 21½
English, Refined.....(gold).....	— @ — 21½
PLATES—Fair to good brands.	
I. C. Charcoal.....per box.	9 62 @ 9 75
I. C. Coke.....	7 75 @ 8 25
Coke Terne.....	6 87 @ 7 25
Charcoal Terne.....	8 50 @ 8 75
PETROLEUM—DUTY: Crude, 20 cents; Refined 40 cents per gallon.	
Crude 40@48 gravity (in bulk).....	54 @ — 55
Crude 40@47 gravity (in shipping order).....	— @ — 9
Refined, Standard White (in ship's order).....	12 @ —
Refined, S. W. (in jobbing lots).....	12½ @ — 12
Refined, S. W. (in tin).....	17½ @ — 19½
Naphtha, Refined (65@73 gravity).....	9 @ — 10½
Residuum.....(in shipping order) per gall.	6 @ —
COPPER—DUTY: Pig, Bar and Ingot, 5; Old Copper 4 cents per lb.; Manufactured, 45 per cent. ad val., all less 10 per cent.	
Copper, New Sheathing, (over 12 oz.) per lb.....	30 @ — 31
Copper, Bolts.....	32 @ — 33
Copper, Braziers' (over 16 oz.).....	32 @ — 33
Copper, Nails.....	37 @ — 38
Copper, Old Sheathing, &c., mixed lots.....	21 @ — 21½
Copper, American Ingot Lake.....	22 @ — 22½
Copper, English Pig.....	— @ —
Yellow Metal, New Sheathing & bronze.....	22 @ — 23
Yellow Metal, Bolts.....	23 @ — 30
Yellow Metal, Nails, Sheathing & Slating.....	— @ — 23
LEAD—DUTY: Pig, \$2 per 100 lb.; old Lead, 1½ cents per lb.; Pipe and Sheet, 2½ cents per lb.—all less 10 p. ct.	
Spanish Ordinary.....(gold) per 100 lb.....	— @ 6 62½
German Ordinary.....(gold).....	— @ 6 62½
English.....(gold).....	— @ 6 62½
Foreign Refined.....(gold) 6 87½ @ 7	
Domestic.....(gold) 6 12½ @ 6 25	
COAL—DUTY: Bituminous, 75 cts. per ton of 28 bushels 80 lb. to the bushel; Anthracite, FREE; other, 40 cents per 28 bushels of 80 lb. to the bushel.	
Liverpool Gas Cannel.....	11 @ —
Liverpool House Cannel.....	18 @ —
Anthracite (by cargo).....per ton of 1,000 lb.	6 @ 6 60

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 14.

	Th. 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13.	W. 14.
Atlantic & Pacific pref.....	124	124	12	11	11	11
Boston, Harv. & Erie.....	14	14	14	14	14	14
Central Pacific.....	93	92	92	92	92	92
Central Pacific 6s.....	104	104	103	104	104	104
Central of N. Jersey.....	103	104	103	104	104	104
Chesapeake & Ohio 1 m. 50¢	50	50	50	50	50	50
Chicago & Alton.....	102	101	101	101	101	101
1 M. F.....	102	101	101	101	101	101
S. F. F.....	102	101	101	101	101	101
Inc. bds.....	102	101	101	101	101	101
Chicago, Burl. & Q.....	101	101	101	101	101	101
8s, 1883.....	101	101	101	101	101	101
Chic. & Northwestern.....	39	38	38	39	38	37
1st M.....	55	55	55	55	55	55
S. F. M.....	55	55	55	55	55	55
Consol.....	55	55	55	55	55	55
gold.....	80	80	81	80	80	80
Chic. Rock Isl. & Pac.....	103	102	99	99	98	97
Chl. R. I. & Pa. 7s, 1896.....	106	106	106	106	106	106
Clev. Col. C. and Ind.....	87	87	87	87	87	87
Clev. & Pittsburg guar.....	87	87	87	87	87	87
2 M.....	75	75	75	75	75	75
3 M.....	75	75	75	75	75	75
4 M.....	75	75	75	75	75	75
Clev. and Toledo.....	100	100	100	100	100	100
S. F. 7s.....	11	10	11	10	10	10
Col., Chl. & Ind. C.....	11	10	11	10	10	10
1 M.....	71	72	72	72	71	71
2 M.....	70	70	70	70	70	70
Del. & Hudson Canal.....	116	116	116	116	116	116
Del. Lack. & Western.....	107	107	106	106	106	106
1 M. 7s.....	107	107	106	106	106	106
2 M. 7s.....	107	107	106	106	106	106
Erie Railway.....	33	31	29	30	29	27
1 M. 7s, 1897.....	70	70	70	70	70	70
2 M. 7s, 1897.....	70	70	70	70	70	70
3 M. 7s, 1898.....	70	70	70	70	70	70
4 M. 7s, 1898.....	70	70	70	70	70	70
5 M. 7s, 1898.....	95	95	95	95	95	95
7s, con. gold.....	70	70	70	70	70	70
Great Western 2d mort.....	70	70	70	70	70	70
Hammond & St. Joseph.....	26	25	25	26	26	26
1 M.....	70	70	70	70	70	70
8s, conv. 7s.....	70	70	70	70	70	70
Hudson River.....	70	70	70	70	70	70
2 M. S. F.....	70	70	70	70	70	70
3 M. 7s, 1875.....	70	70	70	70	70	70
Illinois Central.....	91	90	91	91	91	91
7s.....	91	90	91	91	91	91
Lake Shore & Mich. S. Th. 80	79	79	80	79	78	78
Marietta & Cin. 1st pref.....	2d pref.....	2d pref.....	2d pref.....	2d pref.....	2d pref.....	2d pref.....
Michigan Central.....	74	73	73	73	73	73
S. F. 8s, 1882.....	99	105	100	100	100	100
7s, 1902.....	99	105	100	100	100	100
M. S. and N. I. 1 M. S. F.....	2 M.....	101	101	101	101	101
Milw. and St. Paul.....	33	33	33	33	33	33
1st mort.....	52	52	51	50	51	51
2d mort.....	106	106	106	106	106	106
8s.....	106	106	106	106	106	106
7 3-10s con.....	7s, gold.....	7s, gold.....	7s, gold.....	7s, gold.....	7s, gold.....	7s, gold.....
Morris and Essex.....	97	97	97	97	97	97
1st mort.....	97	97	97	97	97	97
2d mort.....	101	101	101	101	101	101
N. Y. Cen. & Hud. Riv. 101	101	101	101	101	101	101
7s, S. F. 1876.....	97	97	97	97	97	97
6s, S. F. 1883.....	96	96	96	96	96	96
6s, S. F. 1887.....	109	110	109	109	109	109
1st mort.....	109	110	109	109	109	109
reg.....	129	129	129	129	129	129
N. York and Harlem.....	129	129	129	129	129	129
1 M. 7s.....	108	108	108	108	108	108
N. York N. Hav. & Hart. 134	134	134	134	134	134	134
S. Carolina 6s, old.....	28	27	28	27	27	27
new.....	28	27	28	27	27	27
1 M. 7s.....	74	74	74	74	74	74
2d M.....	74	74	74	74	74	74
Pacific Mail S. S. Co.....	48	47	47	48	47	46
Panama.....	110	110	111	112	112	112
Pitts. Ft. W. & Chi. gtd. 91	107	91	91	91	91	91
1 M.....	108	107	108	108	108	108
2 M.....	108	107	108	108	108	108
3 M.....	95	95	95	95	95	95
Quicksilver Mining Co.....	25	25	25	25	25	25
St. L., Alton & T. H.....	108	108	108	108	108	108
1 M.....	73	73	73	73	73	73
2 M. pref.....	73	73	73	73	73	73
Income bds.....	73	73	73	73	73	73
Tennessee 6s, old.....	73	73	73	73	73	73
new.....	73	73	73	73	73	73
Tol., Wab. & Western.....	33	32	32	32	31	31
1 M.....	40	40	40	40	40	40
2 M.....	86	86	86	86	86	86
3 M.....	75	75	75	75	75	75
Equipment.....	72	72	72	72	72	72
St. Lou. Div.....	35	35	35	35	35	35
Union Pacific.....	35	35	35	35	35	35
1st mort.....	84	89	89	88	88	88
L. G. 7s.....	84	85	85	85	84	84
S. F. 8s.....	74	74	75	74	74	74
Virginia 6s, consol.....	63	63	63	63	63	63
def. cert.....	63	63	63	63	63	63

New York Stock Exchange.

Actual Sale Prices for the week ending Oct. 14.

Th. 8. F. 9. Sat. 10. M. 12. Tu. 13. W. 14.

FEDERAL STOCKS:—

U. S. 6s, 10-40s, reg.	111½	111½	111½	111½	111½	111½
U. S. 6s, 10-40s, coup.	111½	111½	111½	111½	111½	111½
U. S. 6s, 1881, reg.	112½	112½	112½	112½	112½	112½
U. S. 6s, 1881, coup.	112½	112½	112½	112½	112½	112½
U. S. 6s, 1881, reg.	117½	117½	117½	117½	117½	117½
U. S. 6s, 1881, coup.	118½	118½	118½	118½	118½	118½
U. S. 6s, 5-20s, reg. '62.	109½	109½	109½	109½	109½	109½
U. S. 6s, 5-20s, c. 1862.	112½	112½	112½	112½	112½	112½
U. S. 6s, 5-20s, reg. '64.	111½	111½	111½	111½	111½	111½
U. S. 6s, 5-20s, c. 1864.	115½	115½	115½	115½	115½	115½
U. S. 6s, 5-20s, reg. '65.	115½	115½	115½	115½	115½	115½
U. S. 6s, 5-20s, c. 1865.	116½	116½	116½	116½	116½	116½
U. S. 6s, 5-20s, r. n. '65.	116½	116½	116½	116½	116½	116½
U. S. 6s, 5-20s, c. n. '65.	116½	116½	116½	116½	116½	116½
U. S. 6s, 5-20s, reg. '67.	116½	116½	116½	116½	116½	116½
U. S. 6s, 5-20s, c. 1867.	117½	117½	117½	117½	117½	117½
U. S. 6s, 5-20s, reg. '68.	117½	117½	117½	117½	117½	117½
U. S. 6s, 5-20s, c. '68.	117½	117½	117½	117½	117½	117½
U. S. 6s, Pac. R. Issue.	117½	117½	117½	117½	117½	117½

Philadelphia Stock Exchange.

Actual Sale Prices for the week ending Oct. 13.

W. 7. Th. 8. F. 9. Sat. 10. M. 12. Tu. 13.

Catawissa preferred	101½	101½	101½	101½	101½	101½
Camden and Amboy	101½	101½	101½	101½	101½	101½
6s, 1875	101½	101½	101½	101½	101½	101½
6s, 1883	101½	101½	101½	101½	101½	101½
6s, 1889	101½	101½	101½	101½	101½	101½
mort. 6s, '89. 103	103½	103½	103½	103½	103½	103½
Elmira & Williamsport	103½	103½	103½	103½	103½	103½
pref.	103½	103½	103½	103½	103½	103½
Lehigh Navigation	46½	46½	46½	46½	46½	46½
6s, 1884	96½	96½	96½	96½	96½	96½
Gold L.	97	97	97	97	97	97
R. R. L.	98	98	98	98	98	98
Conv. G. L.	98	98	98	98	98	98
Lehigh Valley R. R.	61½	61½	61½	61½	61½	61½
6s new coup.	102½	102½	102½	102½	102½	102½
6s new reg.	102½	102½	102½	102½	102½	102½
7s.	104½	104½	104½	104½	104½	104½
Little Schuylkill R. R.	48	48	48	48	48	48
7s.	51½	51½	51½	51½	51½	51½
Minehill	51½	51½	51½	51½	51½	51½
Morris Canal	104	104	104	104	104	104
pref.	104	104	104	104	104	104
North Pennsylvania	104	104	104	104	104	104
6s, 1885	104	104	104	104	104	104
7s.	104	104	104	104	104	104
10s, 1887	104	104	104	104	104	104
Northern Central	104	104	104	104	104	104
Oil Creek & Alleg. Riv.	8½	8½	8½	8½	8½	8½
7s.	52	52	52	52	52	52
Pennsylvania R. R.	54½	54½	54½	54½	54½	54½
1st M.	103½	103½	103½	103½	103½	103½
2d M.	99½	99½	99½	99½	99½	99½
Gen. mort.	93	93	93	93	93	93
reg. 93	93	93	93	93	93	93
Penn. State 6s, 2d series. 108	111½	111½	111½	111½	111½	111½
6s, 3d series.	111½	111½	111½	111½	111½	111½
Philadelphia City, 6s.	101½	101½	101½	101½	101½	101½
new	104	104	104	104	104	104
Philad. Germ. & Nor.	54½	54½	54½	54½	54½	54½
Philad. & Reading	54½	54½	54½	54½	54½	54½
Philad. & Erie	14½	14½	14½	14½	14½	14½
6s.	82½	82½	82½	82½	82½	82½
7s.	82½	82½	82½	82½	82½	82½
Philad. Wilm. & Balt.	12½	12½	12½	12½	12½	12½
Schuylkill Navigation	12½	12½	12½	12½	12½	12½
6s, 1882	75½	75½	75½	75½	75½	75½
6s, 1876	104	104	104	104	104	104
6s, 1872	104	104	104	104	104	104
United Co. of N. Jersey	126½	126½	126½	126½	126½	126½
Hestonville, (Horse)	19½	19½	19½	19½	19½	19½
Chestnut & Wal.	70	70	70	70	70	70
Green & Coates	104	104	104	104	104	104
2d and 3d streets	104	104	104	104	104	104
Spruce and Pine	104	104	104	104	104	104
13th and 15th sts.	104	104	104	104	104	104

Baltimore Stock Exchange.

Actual Sale Prices for the week ending Oct. 13.

W. 7. Th. 8. F. 9. Sat. 10. M. 12. Tu. 13.

Baltimore City 6s, 1875. 102	102½	102½	102½	102½	102½	102½
1886	101	101	101	101	101	101
1890	100	100	100	100	100	100
1884	100	100	100	100	100	100
1900	100	100	100	100	100	100
Balt and Ohio	101½	101½	101½	101½	101½	101½
bonds, 1875.	101½	101½	101½	101½	101½	101½
1880.	101½	101½	101½	101½	101½	101½
1885.	101½	101½	101½	101½	101½	101½
Central Ohio	101½	101½	101½	101½	101½	101½
1st mort.	90½	90½	90½	90½	90½	90½
Marietta & Cin. 1st M.	102½	102½	102½	102½	102½	102½
2d M.	94	94	94	94	94	94
3d M. 8s.	78	78	78	78	78	78
Northern Central	32	32	32	32	32	32
bonds, 1885.	95	95	95	95	95	95
1900.	95	95	95	95	95	95
G. B. 1900.	92	92	92	92	92	92
Pittsb. & Connellav. 7s.	104	104	104	104	104	104
N. W. Va. 3d mort.	104	104	104	104	104	104
Virginia 6s, Consol.	104	104	104	104	104	104
Defer. Certif.	104	104	104	104	104	104
City Passenger R. R.	104	104	104	104	104	104

Boston Stock Exchange.

Actual Sale Prices for the week ending Oct. 14.

Th. 8. F. 9. Sat. 10. M. 12. Tu. 13. W. 14.

Boston and Albany	133½	133½	133½	133½	133½	133½
Boston and Lowell	92	92	92	92	92	92
Boston and Maine	114½	114½	114½	114½	114½	114½
Boston and Providence	150	150	150	150	150	150
Boston, Hartford & Erie	22½	22½	22½	22½	22½	22½
Cheshire, pref.	101	101	101	101	101	101
Chl. Burl. & Quincy	101	101	101	101	101	101
Concord	138	138	138	138	138	138
Connecticut River	59½	59½	59½	59½	59½	59½
Eastern	125	125	125	125	125	125
Fitchburg	75	75	75	75	75	75
Manchester & Law'ree	73½	73½	73½	73½	73½	73½
Michigan Central	105½	105½	105½	105½	105½	105½
Northern, N. H.	105	105	105	105	105	105
Ogdens & Lake Champ	89	89	89	89	89	89
pref.	105	105	105	105	105	105
Old Colony	54½	54½	54½	54½	54½	54½
Ph. W. & Baltimore	84½	84½	84½	84½	84½	84½
Port'd, Saco & Ports	74	74	74	74	74	74
Union Pacific	88½	88½	88½	88½	88½	88½
Land Grant 7s.	84½	84½	84½	84½	84½	84½
Income 10s.	90½	90½	90½	90½	90½	90½
S. F. 8s.	74	74	74	74	74	74
Vermont & Canada	82	82	82	82	82	82
Vermont & Mass.	82	82	82	82	82	82
South Boston (Horse)	34	34	34	34	34	34
Cambridge	34	34	34	34	34	34
Metropolitan	34	34	34	34	34	34
Middlesex	34	34	34	34	34	34
Central Mining Co.	34	34	34	34	34	34
Copper Falls	34	34	34	34	34	34
Franklin	34	34	34	34	34	34
National	34	34	34	34	34	34
Quincy	34	34	34	34	34	34

London Stock Exchange.

Closing Prices.

Atlantic & Gt. W. 1st mort., \$1,000.	51	53	56	59
Do. 2d mort., \$1,000.	28	30	32	34
Do. 3d mort., \$1,000.	14	15	17	19
Do. Con. mort. B'nds Bisch's Cert.	15	17	18	20
Do. Leas. Lines, Rental Bonds.	69	72	70	75
Do. 1873 47	50	50	50	55
Do. 8 p. c. Scrip. West. Exten.	60	65	60	65
Detroit & Milwaukee 1st mort. Bonds	60	65	60	65
Do. 2d do.	55	60	55	60
Erie shares 100 dol. all paid.	32	32½	34½	35
Do. Convertible Gold Bonds	66	65	70	72
Do. 6 per cent Convertible Bonds.	94	96	95	97
Cons. Mort. amount autho. to be issued for conv. of existing bonds.	90	92	92	93
Illinois Central \$100 shares all paid.	54	55	55	57
Do. Redemption mort. Bonds 6 p. c.	100	102	100	102
Illinois & St. Louis Bridge 1st mort.	103½	104	103½	104
Marietta and Cincinnati P. R. Bonds	96	99	95	99
Michigan Central 8s 1882, conv.	96	98	97	99
New York Central, 100 dol. shares.	100	102	100	102
Panama General mort.	99½	100½	99½	100½
Do. \$50 shares.	49½	50½	50½	51½
Philadelphia and Erie 1st mort.	97	99	97	99

American Railroad Journal.

Saturday, October 17, 1874.

Stock Exchange and Money Market.

Less uneasiness has been felt in financial and mercantile circles during the week, though one or two additional failures have been reported in the commercial line. The business situation has been rather more satisfactory, particularly as regards produce and merchandise, in which there has been a fair degree of activity, though with considerable irregularity as to values. The Stock market has been variable, and generally bearish in its temper. Gold has been weaker, and in less request. Money has been comparatively easy to the more prominent of the Stock Exchange firms on the basis of 2½@3 per cent on call. In the discount line, there has been a more urgent inquiry for accommodation, with the best grades of business paper rated at 6@8 per cent per annum. The City banks, last week reduced their reserve of legal tender notes \$1,571,900, and their deposit item \$3,454,700, while cutting down their specie average \$1,427,500. They report an increase of \$100,800 in the loans and discounts, and a decrease of \$303,800 in their circulation. The U.

S. Sub Treasury in this city closed the week with a currency balance of \$57,135,573, against \$57,355,761, the preceding week; and a coin hoard of \$56,544,087, against \$55,729,832, on the previous return. The City bank exchanges, during the week, were \$481,795,616, or a daily average of \$80,299,269. The customs revenue of the port, during the week, was \$2,381,100. The City banks reported their average of gold last week at \$16,946,700, and their greenback average at \$62,394,200. Their deposits stood at \$233,471,200. The loan item was \$281,377,800. The circulation was \$25,115,800.

The aggregate of the outstanding U. S. currency, of all denominations, Oct. 1, was \$428,806,425. The outstanding amount of legal tender notes is 382 millions. The National bank circulation is 350,436,158.

The income of the Government, from internal revenues, thus far, in the fiscal year, commencing with July 1, 1874, has been over 31 millions.

The Treasury balances at the opening of business on Wednesday were as follows: currency, \$14,751,998; special deposit of legal tenders for the redemption of certificates of deposit, \$57,705,000; coin, \$79,179,951, including \$24,995,400 in coin certificates.

Gold has been less sought after, even on speculative account, and has been quoted easier in price. The export movement has been unusually light, and the custom drain moderate, for the season. The extremes of the week have been 109¾@110¾, closing on Wednesday at 110, as against 110½ on Wednesday of the preceding week. The specie outflow last week was only \$206,768. The imports of specie at this port since Jan. 1, have been \$4,416,455, against \$8,067,387 same time last year. The customs demand for Gold last week averaged \$396,833 a day. Foreign Exchange has been in less demand with Bankers' sixty day bills on London closing on Wednesday weak at \$1 83½@84 84½; sight bills on London at @4 86@84 87½ to the £ sterling. The week's exports of Domestic Produce have been to the currency value of \$5,240,286.

The import entries of Foreign Merchandise at New York, including dry goods, amount for the past week to \$6,479,189.

Government Securities have held their own well as to values, on quite moderate offerings, and a fair investment demand.

U. S. sixes of 1881 closed on Wednesday of this week at 118@118½; U. S. Five-Twenties of 1862, 112¾@113; U. S. Five-Twenties of 1864 at 115¾@115½; U. S. Five-Twenties of 1865, 116½@116¾; U. S. Five-Twenties of 1865 consolidated, 115¾@116¾; U. S. Five-Twenties of 1867, 117¼@117¾; U. S. Five-Twenties of 1868, 117½@117¾; U. S. Ten-forties at 111½@112; U. S. Fives of

Stores, with, however, some irregularity in values of Flour, and Grain. Wool, Hides, Petroleum, Hemp, and Provisions have been less sought after. Metals have been in less request. Eglington Pig Iron quoted at \$37; Glengarnock, \$38 @ \$39; No. 1 American Pig at \$29 @ \$31, No. 2 do. at \$27 @ \$29; Forge, \$24 50 @ \$27; English Rails at \$50, gold; American Rails at works, \$55 @ \$60; Old Rails, \$31 @ \$34. Wrought Scrap, \$29 @ \$32. In most kinds of imported merchandise, there has been a restricted movement noted. Freights have been rather brisker, and at the close, steadier.

The following quotations of sales of Railway and other securities are in addition to those given elsewhere in our columns:—

New York.—Rensselaer and Saratoga R. R., 109; Pacific R. R. of Mo., 36¼; do. 1st mort., 80; Albany and Susquehanna R. R., 95; do. 1st mort., 104; do. 2d mort., 100; St. Louis, Iron Mt. and Southern R. R., 17; Del. and Hudson Canal reg. 7s, 1891, 106; Gt. Western 1st mort. 1888, 86½; Central of New Jersey 1st mort. 107; St. Louis, Jacksonville and Chicago 1st mort., 105; Galena and Chicago 1st mort., 103¼; Kalamazoo and White Pigeon 1st mort., 85; Cleveland and Pittsburg 7s, consol., 103; Toledo, Peoria and Warsaw 1st mort. W. D., 74; do. 7s, consol., 50; Lake Shore and Michigan Southern 7s, consol., coupon, 100; 2d consol., coupon, 94; Ohio and Miss. 7s, consol., 93; do. consol. S. F., 94; Chicago and Milwaukee 1st mort., 93; Del., Lack. and Western 7s, conv., 106¾; Cleveland and Toledo 7s, new, 97; Long Island R. R. 1st mort., 90; Long Dock bonds, 100; Canada Southern 1st mort., with int. certif., 58; North Missouri 1st mort., 81; Morris and Essex 7s, 1871, 96½; Cedar Falls and Minnesota 1st mort., 80; Buffalo and Erie 7s, new, 96; Central Pacific State-aid bonds, 101; Louisville and Nashville 7s, 1898, consol., 84; American Dock and Imp. 7s, 98; Western Union Tel., 78¾; do. 7s, 100¾; Am. Dist. Tel., 41; Am. Exp., 61½; U. S. Exp., 65¾; Adams Exp., 109; Wells Fargo Exp., 80; Maryland Coal, 18½; Consol. Coal, 46; Spring Mt. Coal, 68; Maraposa Mining, 4; Quicksilver pref., 37¾; Canton Co., 58; Michigan 6s, 1878, 103½; Missouri 6s, l. bonds, 94; do. 6s, 1877, 97¾; California 7s, 111¾; N. Y. State 7s, B. L. reg., 108; do. coupon, 108½; North Carolina 6s, special tax, 3d class, 5½; Tennessee 6s, old, ex-coupon, 52; do. new, do., 51; do. 6s, n. s., 51½; South Carolina 6s, new, non. f., 6½; Brooklyn 6s, W. L., 95¼.

Philadelphia.—West Jersey R. R., 7s, 97¼; Phila. and Reading Gen'l mort. 7s, coupon, 105; do. reg., 105; do. 7s, new, conv., 103½; Pennsylvania Canal 6s, 67; Harrisburg and Lancaster 6s, 101; Westchester and Philadelphia 7s, 101; Belvidere Delaware 2d mort., 84; Allegheny Valley 7s, 82; do. 7 3-10s, 89½; Pittsburg, Cincinnati and St. Louis 7s, 67½; Connecting R. R. bonds, 89; Wilmington and Reading 2d mort., 25; Camden and Atlantic pref., 43¼; Pennsylvania div. scrip, 104; Schuylkill Nav. div. scrip. 88; Fifth and Sixth sts. R. R., 56; Nesquehoning Valley R. R., 53¾; Allegheny County 6s, 79; Fulton Coal, 5½. The latest quotations are: City 6s, 101¼ @ 101¾; do. free of tax, 104¼ @ 104½; Pennsylvania State 6s, 2d series,

107 @ 108; do. 3d series, 110¼ @ 111½; Philadelphia and Reading, 53¾ @ 54; do. Gen'l mort. 7s, coupon, 104¾ @ 105¼; do. reg., 105 @ 105¼; do. mort. 6s, 1880, 101 @ 101; do. new, conv., 103 @ 103½; do. 7s, 1893, 101¼ @ — United New Jersey R. R. and Canal Co., 127 @ 127¼; Camden and Amboy mort 6s, 1889, 102½ @ 103; Pennsylvania R. R., 54¼ @ 54½; do. div. scrip, 103¾ @ 104; do. 1st mort., 103 @ 103½; do. 2d mort., 99¼ @ 99¾; do. general mort. coupon 92 @ 93; do. reg., 92½ @ 93; Little Schuylkill R. R., 47½ @ 48; Morris Canal, 49 @ 51; do. pref., 123 @ 126; do. 6s, 98 @ —; Susquehanna Canal, 6 @ 10; do. 6s, 73 @ 77; Schuylkill Nav., 6¼ @ 6¼; do. pref., 12½ @ 12¼; do. 6s, 1882, 75½ @ 76; do. 1872, 89 @ 90; Elmira and Williamsport pref., 38 @ 40; do. 7s, 1873, 97 @ 98; do. 5s, 60 @ 63; Lehigh Coal and Navigation, 46½ @ 46¾; do. 6s, 1884, 96½ @ 97¼; do. R. R. Loan, 98 @ 98¼; do. Gold Loan, 97¾ @ 97½; North Pennsylvania, 49 @ 49½; do. 6s, 102 @ 103; do. 7s, 104 @ 104¾; do. Chatte 10s, 104 @ —; Philadelphia and Erie, 14¼ @ 14½; do. 6s, 88 @ 90; do. 7s, 81¼ @ 82; Minehill, 51¼ @ 51½; Catawissa, 14 @ 14½; do. pref., 42¾ @ 43¼; do. new pref., 32 @ 33; do. 7s, 1900, 101½ @ 101¾; Lehigh Valley, 61 @ 61¼; do. 6s, new coupon, 101½ @ —; do. reg., 102 @ 102½; do. 7s, 104¼ @ 104½; Fifth and Sixth streets (horse) 56 @ 57; Second and Third, 65 @ 66; Thirteenth and Fifteenth, 23½ @ 24; Spruce and Pine, 30 @ 31; Green and Coates, 50 @ 50½; Chestnut and Walnut, 70 @ 75; Hestonville, 19 @ 19¼; Germantown 35 @ 45.

Boston.—Cincinnati, Sandusky and Cleveland R. R., 8¼; Rutland R. R. pref., 25; do. scrip No. 5, 67; do. No. 6, 40; Burlington and Missouri River R. R. in Iowa, 98; do. 7s, 1875, 98¾; Norwich and Worcester R. R., 124; Indianapolis, Cin. and Lafayette R. R., 6; Worcester and Nashua R. R., 122½; Portsmouth, Ct. Falls and Conway R. R., 44; Connecticut and Passumpsic Rivers R. R., pref., 73; Chicago, Burlington and Quincy 7s, 97; Burlington and Missouri River R. R. 8s, in Nebraska, old, 98½; Vermont Central 1st mort., 22; do. 8s, ind., 60½; Michigan Central (Air Line) 8s, 1890, 101; Framingham and Lowell R. R. 1st mort., 83¾; Grand River Valley 1st mort., 1886, 95½; Eastern R. R. 7s, 1887, 93¾; Cape Cod 7s, 1881, 102½; Old Colony 7s, 1894, 104½; Vermont Central and Vermont and Canada Equipment 8s, 60; Vt. and Mass. 6s, 1883, guar., 96¾; Boston Water Power Co., 10¾; Cary Imp., 5¼; New Hampshire 6s, 1892, 101¼; Massachusetts 6s, 1876, gold, 109¼; Toledo 8s, 1878, 101½; do. 1889, 102; Cincinnati 7s, 1904, 101; do. 7 3-10s, 1899, 103; Chicago 7s, 99; St. Louis 6s, 1891, 91½; Cleveland 7s, 1876, 99½; Boston 6s, 1894, 99¾; Allouez Mining Co., 6; Duncan, 55½; Calumet and Hecla, 135½; Ridge, 5¼.

Baltimore.—Virginia consols, ex-coupon, 50; Virginia consols, coupons, 86¼; Maryland Defense 6s, 107; do. 6s, 1890, 102; Orange, Alex. and Manassas 7s, 80; Orange and Alexandria 4th mort. 8s, 69¾; Santa Clara bonds, 26¾. The latest quotations are: Richmond and Danville 1st mort., 67 @ 70; Pittsburg and Connellsville 7s, 1898, 82 @ 83; Baltimore and Ohio, 170 @ 172¾; do. 6s, 1875, 101 @ 102; do. 1880, 102 @ 102½; do. 1885, 100½ @ 102; Washington Branch, — @ 175; Northern Central, 31½ @ 31½; do. 6s, 1885, 95 @

95; do. 6s, 1877, 98 @ 100; do. 1900, 87 @ 89; do. 6s, 1900 gold, 92¼ @ 92¾; N. W. Va. 3d mort., 1885, 96 @ 98; Marietta and Cincinnati 1st pref., 17½ @ 19; do. 2d pref., 9½ @ 10; do. 1st mort. 7s, 1892, 103 @ 103½; do. 2d mort., 7s, 94 @ 94½; do., 3d mort. 8s, 77 @ 79; Central Ohio, 42 @ 45; do. pref., — @ —; do. 1st mort., 90¼ @ 91; Western Maryland, 1st mort. 6s, 1890, 80 @ 89; do. 1st mort. guar., 98 @ 99; do. 2d mort. guar., 98 @ 100; do. 3d mort., guar., 98 @ 99; do. 2d mort. pref., 60 @ 70; do., 2d mort. guar. by Washington Co., 91 @ 92; Virginia and Tennessee 2d mort. 6s, 65 @ 78; do. 3d mort. 8s, 75 @ 76; Orange and Alexandria 1st mort. 6s, 90½ @ 92; do., 2d mort. 6s, 83 @ 85; do., 3d mort. 8s, 81 @ 82; do., 4th mort. 8s, 69 @ 70; Orange, Alex. and Manassas 7s, 79 @ 80; Baltimore 6s, 1875, 99½ @ —; do., 1884, 100 @ 101; do. 1886, 101 @ 101½; do. 1890, 100½ @ 100¾; do., 1900, 99 @ 100; do. 1902, 100¾ @ 102; do., 6s, exempt, 104 @ 105; do. 5s, 80 @ 85; Memphis City 6s, 38 @ 41; Maryland Defense 6s, 1883, 107½ @ 108¼; do. 6s, 1890, 101 @ 102; do. 6s, exempt, 107½ @ 108; do. 5s, 80 @ 85; Virginia coupon 6s, old, 35 @ 40; do. new, 35 @ 40; do. consol. 6s, 52 @ 53; do. coupons, 86 @ 87; West Virginia, 9¼ @ 9½; City Passenger R. R., 21 @ 23; George's Creek Coal, 143 @ 148; Atlantic Coal, 2.25 @ 2.85; Santa Clara, 5.00 @ 15.00; do. bonds, 23 @ 27; Canton Co., 55 @ 70.

The St. John, N. B., *Courier* says that meetings have recently been held in St. George and Pennfield to vote money for a survey of the Grand Southern Railway. It is estimated that the survey can be made for \$3000, which sum St. George has voted almost unanimously. Pennfield agrees to pay \$800 of this amount, and it is expected that Lepreaux will contribute something also. The survey is to be made at the instance of the Western Construction Company, which offers to build the road and equip it for the Provincial Subsidy of \$5,000 per mile. They propose beginning the construction of the road next spring and finishing it within a year.

At the recent annual meeting at Manchester, N. H., of the stockholders of the Concord and Portsmouth Railroad Company, Stephen Kendrick of Franklin, S. N. Bell, B. S. Marston and Nathan Parker of Manchester, S. P. Dow, of Epping, Joseph B. Walker of Concord and J. J. Pickering of Portsmouth were chosen Directors. Stephen Kendrick of Portsmouth was chosen President and William H. Hackett of Portsmouth Clerk.

The track of the Rochester, Nunda and Pennsylvania Railroad has been laid to a connection with the Dansville and Mount Morris Branch of the Erie, near Mount Morris, N. Y., three miles north of the late terminus at Tuscarora, and twenty miles from the southern track in Nunda. Work has been begun on the southern end of the line.

The rails on the Nashua and Rochester Railroad, in New Hampshire, have been put down to within five miles of the bridge of Nashua, and the work is going briskly forward at the rate of half a mile per day, so that the iron will all be down in less than a fortnight. The eastern pier of the bridge is completed, and work on the rest will be pushed forward rapidly.

North Side and Central and Southern Railroads.

The Southern Railroad of Long Island, until recently known as the South Side Railroad, with all its affects and appurtenances, is now the property of the Messrs. Poppenhuizen and those they represent, the same having been purchased by them at the second or assignee's sale, which took place on the 6th inst. The consolidated property now owned by the company will be known as the North Side and Central and Southern Railroads, and Mr. Isaac D. Barton, well known as a former Superintendent of the Long Island Railroad, is to be the General Superintendent of the three. Mr. John J. Barr, an accomplished railroad man, with years of experience on the Erie and Harlem roads, has been appointed Assistant Superintendent on the Southern Road, and other changes have been made among the principal officers. A new schedule of trains for the Winter will go into effect in a few days, and it is expected that the accommodations under the new management will be of a superior order.

The Philadelphia *Ledger* reports the total anthracite coal tonnage for the week ending October 3, at 462,914 tons, and for the coal year 13,912,413 tons, against 15,133,442 tons to corresponding time last year, being a decrease of 1,220,129 tons. The bituminous tonnage for the week is 75,285 tons, and for the year 2,521,364 tons, against 2,452,465 tons to same time last year, giving a total of all kinds for the week of 538,199 tons, and for the year of 16,434,777 tons, against 17,585,807 tons to same time last year, being a decrease of 1,151,130 tons.

At the annual meeting of the stock and bondholders of the Ohio and Mississippi Railway company held in Cincinnati on the 8th inst., Sir Alex. T. Galt, of Montreal, and John D. Prince, of New York, were elected in place of W. N. Aspinwall and Larz Anderson, who declined re-election. W. T. McClintock was re-elected Director, and Daniel Torrence was re-elected President. Daniel Torrence, Fred Schuchardt, John King jr., Sir Alex. T. Galt, and John D. Prince were constituted the Executive Finance committee.

In answer to a request from the counsel of the Erie company, as to whether it was intended to apply for a receiver, Attorney General Pratt says:—

I do not expect any such exigency will arise, but it was thought that the same (formal prayer for a receiver) would not do any harm.

The correspondence is dated on the part of the counsel for Erie, New York, October 6, and on the part of Hon. Daniel Pratt, Syracuse, October 12.

The straightening of the Boston and Albany Railroad in the towns of Needham and Weston, under the recent act of the Legislature, has been completed, so far as relates to the north track. The south track will be immediately laid from the steel rails of the vacated north track of the old road.

The earnings of the Denver and Rio Grande Railway for the month of August, 1874, were \$35,188 19 gross, against \$36,743 81 for August last year. The decrease in gross earnings is \$1,555 62, and in net earnings \$3,207 35.

Valley (Va.) Railroad.

At a meeting of the stockholders of this company, held at Staunton, Va., on the 7th inst., the following gentlemen were elected directors for the ensuing year: Robert Garrett, R. T. Baldwin, Richard Norris, and D. H. Miller, Baltimore city; Baltimore and Ohio Railroad Company, Galloway Cheston, Wm. Keyser, and R. R. Pendleton; M. G. Harman, Staunton; W. Allen and C. A. Davidson, Rockbridge county; Edmund Pendleton, Botetourt; G. W. Hansbrough, Roanoke. Robert Garrett was unanimously re-elected President. The President, in his Report, says that notwithstanding the financial panic stopped other works, the work on the Valley railroad has been progressing steadily. The completed road between Staunton and Harrisonburg is doing a good business. On the line south of Staunton sixty three out of the eighty seven sections are in process of completion, and the remaining twenty four are light sections, which may promptly be completed as soon as the heavier work is done. Gratifying progress is being made at the heaviest points, which are between Fairfield and Buchanan. The amount already expended south of Staunton, is eight hundred thousand dollars. The president argues strongly for the granting of the charter for the extension to the Tennessee line.

An iron works in Leechburg, Pa., turns out weekly about seventy tons of sheet iron by the use for fuel of natural gas drawn from an abandoned oil well situated about one-fifth of a mile from the works. The production has been increased about thirty-three per cent. since the gas was first used, about seven months ago. The iron made by the use of gas commands from \$10 to \$20 per ton more than the same class of iron made by the same firm at other works where coal is used for fuel. This natural flow of gas is plentiful in that region, and along the Ohio river it is utilized in many ways for heating, lighting, and in manufacturing establishments.

Articles of incorporation have been filed with the Secretary of State of Indiana by the Forty first Parallel Railroad Company, Indiana Division. The line of the road is to cross the State from the Ohio line in Allen county to the Illinois line in Newton county, where it will connect with the Keithsburg and Eastern.

Steps are being taken to build a narrow gauge railroad from Red Bud, Randolph county, Ill., to Chester, on the Mississippi. The proposed route is through Ruma, Evansville, Ellis Grove and Kaskasia, about 25 miles. The tract comprises some of the finest farming land in Southern Illinois.

Charlotte, Va., has donated land to the Chesapeake and Ohio railroad, worth \$5,000, upon which is to be erected a round-house and machine shops; also \$5,000 in addition; also a loan to the company of \$5,000, to be secured by mortgage on the property deeded to the road—this last to facilitate the building of the proposed works.

The coupon due January 1st 1861, on the Preferred Construction bonds of the Chesapeake and Ohio Canal Company, will be paid at the banking house of Alexander Brown & Sons, Baltimore, on demand.

Baltimore and Ohio Railroad.

The Chicago *Tribune* says the section of the Baltimore and Ohio Railroad from that city to South Chicago was opened on the 10th inst., and then adds: "The road from this city to Baltimore will be formally opened on the 1st. The track is now laid continuously up to the Michigan Central crossing at Lake Station, and is continued on the other side. About four miles more track is to be completed at the Lake Station crossing, which will be done in a few days. The commissioners appointed by Judge Gillett, of Valpariso, met at the Crossing yesterday. After having examined the ground and listened to arguments of the counsels of both the roads they returned, awarding \$100 damages to the Michigan Central railroad for the right-of-way used by the Baltimore and Ohio."

The earnings of the Indianapolis, Cincinnati and Lafayette Railroad in August, 1874, were \$156,834, the expenses \$89,527, and the net earnings \$67,307. In August, 1873, the earnings were \$169,574, the expenses \$106,747, and the net earnings \$62,827—showing a decrease in earnings of \$12,740, with a decrease in expenses of \$17,220, making an increase in net earnings of \$4,480. The passenger receipts exceed those of 1873. The falling off is in freight, which will be amply redeemed when, if ever, the Grain moves from the West. The President says that barring accidents we shall improve our cars and engines all the time, notwithstanding the reduced expenditures.

A late telegram from the Hague states that the budget of the Dutch Indies for 1875 shows a surplus of 10,000,000 florins. This, together with 4,000,000 fl. surplus of 1873, after deducting expenses of the Sumatra expedition, and all accumulated surpluses, will be appropriated to the construction of railways in Java.

The funding of the coupons of the Chesapeake and Ohio Railroad, it is understood, is going forward very rapidly. The bondholders of Holland, Switzerland and Germany it is said, have accepted the terms proposed by the company, and up to the present time holders of bonds to the amount of more than \$11,000,000 have agreed to come into the settlement.

The office of Assistant General Superintendent of the St. Louis and Southeastern Railroad has been abolished, and Mr. George S. Winslow has been appointed Superintendent of the St. Louis Division, with office at Mt. Vernon, Ill., and Mr. R. H. Minty Superintendent of the Nashville Division, with office at Nashville, Tenn.

The Camden and Atlantic Railroad Company will, during the winter, lay a city passenger railway track on Atlantic avenue, between the Excursion House and Massachusetts avenue, in Atlantic City.

The Governor of Georgia has ordered the sale of the Macon and Brunswick Railroad to take place on the first Tuesday in December next, at the depot in Macon, Ga., at public auction, to the highest bidder.

The ordinance appropriating \$80,000 for the erection of an iron bridge over Jones' falls at John street, has passed both branches of the Baltimore City Council.

Erie Railway.

LONDON, Oct. 9.—The report made by the London accountants of their investigation into the affairs of the Erie Railway Company, which was read to day in the Stock Exchange, says that in three years, ending September, 1873 the profits of the road were \$1,008,775, instead of \$5,352,673, as stated in the Company's accounts. This amount is subject to further deduction in respect to the various items charged to capital not yet admitted. The report shows a loss on the working of the Atlantic and Great Western Railroad up to September 30th, 1871, and states that \$3,240,567 were paid by the Erie Company as dividends in the years 1871, 1872 and 1873. The accountants consider that under the circumstances, the dividends on the preferred stock were fairly earned.

The report also states that but for the deficit of \$456,444, shown by the corrected profit and loss account as existing September 30th, 1871, \$270,000 would have been available, subject to the adjustment of outside matters for a dividend on the common stock, after the payment of four dividends on preferred stock for two years ending June 30th, 1873. An abstract of the statement of assets and liabilities of the Company of September 30, 1872, show the liabilities to be \$115,449,211, and assets \$118,265,979. The report covers the period from September 30th, 1871, to March 31st, 1874.

An authoritative examination and determination of many questions of law and fact affecting the nature of the multifarious liabilities and assets must be accomplished before a complete elucidation of the present financial position of the company can be arrived at. The accountants express themselves highly satisfied with the facilities afforded them for the prosecution of their investigation in New York. Many important appendices to the report were not read and will not be published until the issue of Capt. Tyler's report, which they will accompany.

Moody Merrill has been elected President, Samuel Little Treasurer, John L. Swift Clerk, Thomas W. Clarke Counsel, and Julius E. Rugg Superintendent of the Highland Street (Boston) Railway Company. It appears from the report of the President made to the stockholders, that the total number of passengers carried during the year ending September 30, was 3,831,429; average number per round trip, 41.9; number of miles run during the year, 6,308,966; number of miles to each horse for the year, 5018; number of miles for each horse a day $13\frac{3}{4}$; total receipts from passengers during the year, \$193,176 73; expenses for the year, \$148,883 77; number of cars owned by the company, 56; number of horses, 324; snow plows, 3; sets of harnesses, 80; and other equipment sufficient to make the road one of the most thoroughly equipped in the country.

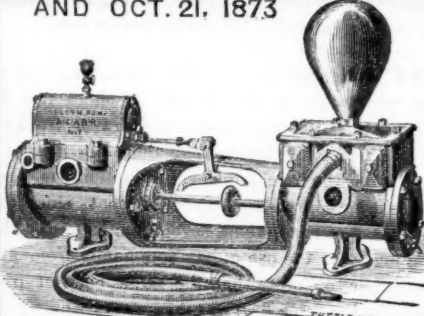
The trustees of the Cincinnati Southern Railroad announce the intelligence of the sale in New York of the second million of the Cincinnati 7.30 bonds for the construction of the Southern Railroad. The bonds were sold at par with accrued interest. All the heavy grading on the road between Cincinnati and Chattanooga is under contract, and six hundred men are working upon it. With the remaining ten millions in authorized bonds the trustees promise to have the entire road ready for cars in twenty months.

A loan of \$200,000 has been made to the Mississippi and Black River Valley Railroad Company by a London firm on the preferred stock, and the line will probably be completed from Richford to Richmond, P. Q., by next fall. Ten miles of the road have already been graded.

The Boliver (South America) Railway Company was recently in the London market for a loan of £200,000, to aid in completing its railroad from the copper mines of Aroa, in Venezuela, to the port of Tucacas, 62 miles. A contract has been let for constructing the road for £421,000, and it is reported that the work is progressing satisfactorily, that the line is cleared for nearly its whole length, that the first section is open, and that four-fifths of the material has been sent out and paid for. The contractors, James Perry & Co., and Cutbill, Son & De Lungo, expect to have the road open throughout by next May.

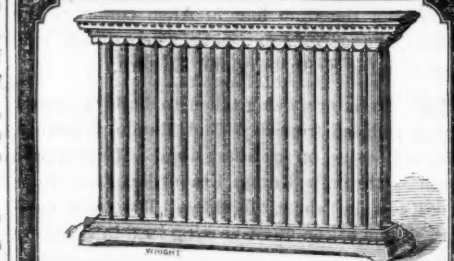
The grading of the Fall River Railroad was commenced at New Bedford, Mass., on the 13th inst.

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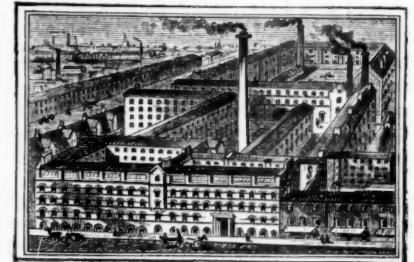
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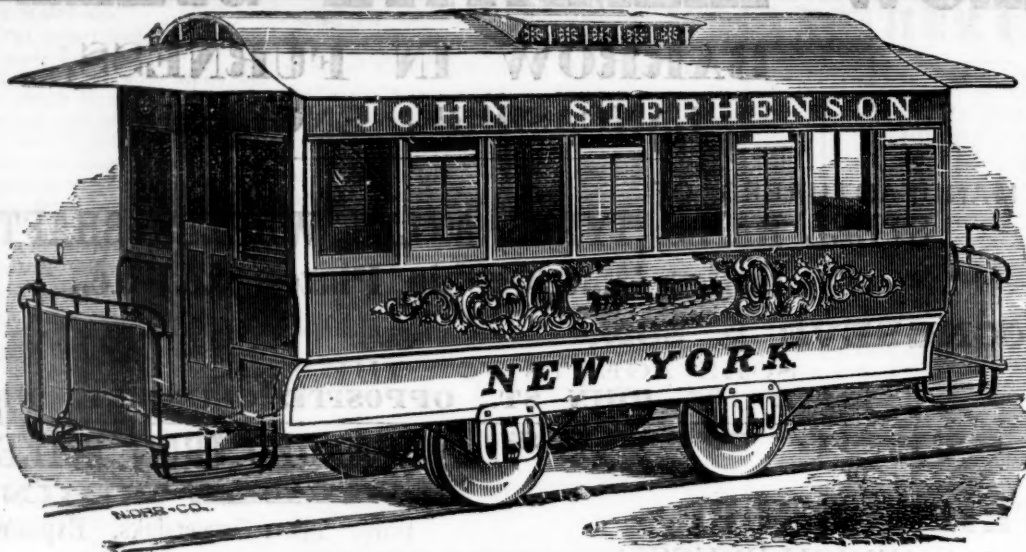
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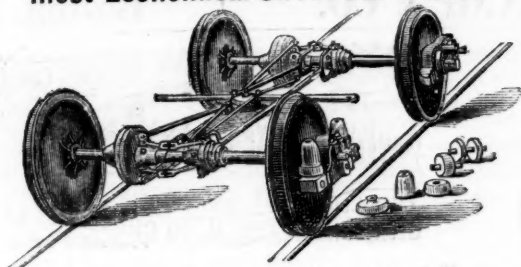
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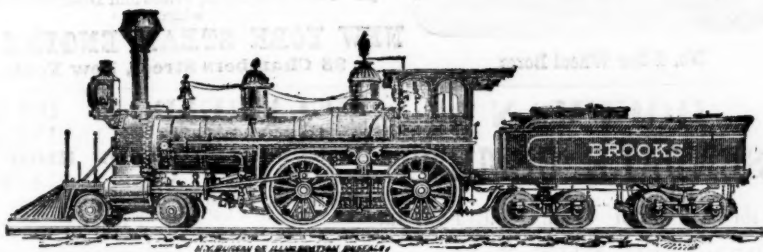
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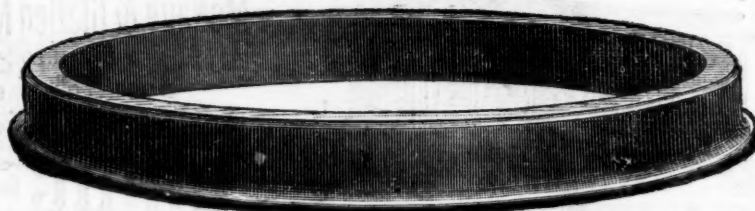
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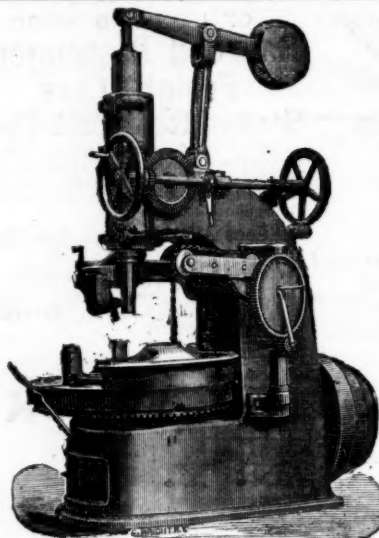


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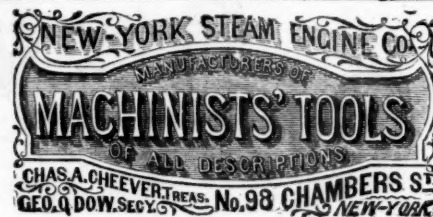
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